

1966

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VICTORIA

VICTORIAN RAILWAYS

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1966

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 7 ELIZABETH II. No. 6355

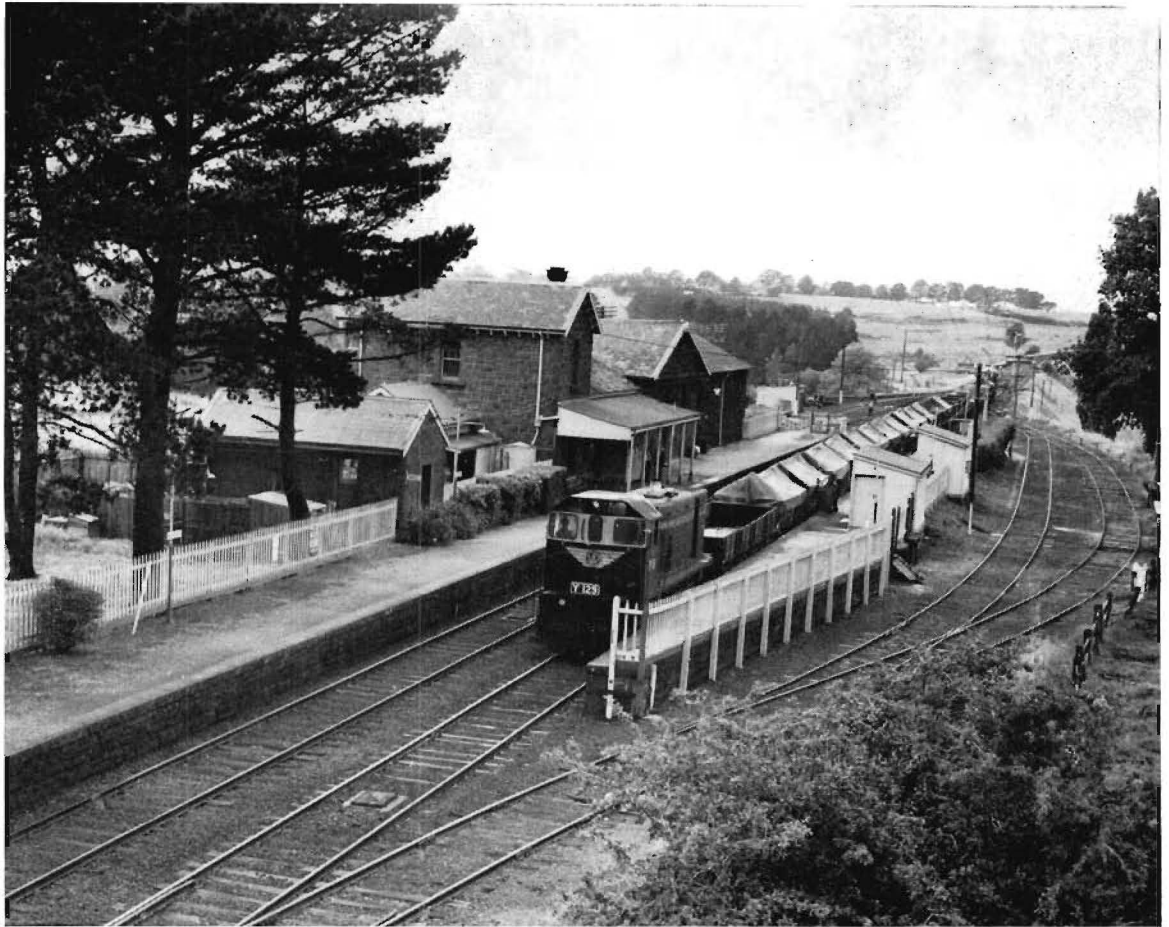
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Malmsbury Station.

**REPORT OF THE
VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED
30TH JUNE, 1966**

VICTORIAN RAILWAYS
Commissioners' Office,
Spencer Street,
MELBOURNE, C. I
21st November, 1966

To the Honourable the Minister of Transport :

Sir,

We have the honour to submit our Report for the year ended 30th June, 1966.

The results of operating the railways and our road motor services, as shown in the Treasury books, were :—

		\$	c
GROSS INCOME	99,672,866	.30	
WORKING EXPENSES CHARGED AGAINST INCOME	101,151,127	.14	
NET OPERATING LOSS	1,478,260	.84	
<i>Interest Charges and Expenses</i>	3,725,965	.62	
<i>Exchange on Interest Payments</i>	175,707	.06	
<i>Contribution to National Debt Sinking Fund</i>	129,000	.53	
TOTAL INTEREST, EXCHANGE, ETC.	4,030,673	.21	
DEFICIT	5,508,934	.05	

The revenue actually earned for the year was \$99,618,882.32, \$53,983.98 less than the Income total shown above. A reconciliation of the two sets of figures is embodied in Appendix No. 3.

Working expenses were \$1,532,245 in excess of actual revenue earned, whereas in the previous year revenue exceeded working expenses by \$856,124. This decline of \$2,388,369 resulted from the following variations :—

		\$
<i>Decrease in Earnings</i>	706,978	
<i>Increase in Working Expenses</i>	1,681,391	
Retgression	2,388,369	

The revenue decrease was the outcome of the following variations :—

Decreases :	\$	\$
<i>Goods and Livestock traffic</i>	1,922,000	
<i>Sale of electrical energy</i>	1,000	1,923,000
	<hr/>	
Increases :		
<i>Passengers</i>	369,000	
<i>Parcels</i>	96,000	
<i>Mails</i>	235,000	
<i>Refreshment Services, Bookstalls and Advertising</i>	425,000	
<i>Rentals</i>	57,000	
<i>Miscellaneous</i>	31,000	
<i>Kerang-Koondrook Recoup</i>	3,000	1,216,000
	<hr/>	
Approximate Net Decrease :		<hr/> 707,000 <hr/>

The increase of approximately \$1,681,000 in working expenses compared with the previous year was principally due to the following factors :—

Increases :	\$	\$
<i>Full year effect of various Wages Awards made in 1964-65</i> ...	1,470,000	
<i>Cost of Wages Awards made in 1965-66</i>	1,200,000	
<i>Superannuation charges</i>	74,000	
<i>Additional stock turnover in Refreshment Services Branch</i> ...	383,000	3,127,000
	<hr/>	
Decreases :		
<i>Long Service Leave</i>	18,000	
<i>Service Grants</i>	170,000	
<i>Railway Accident and Fire Insurance Fund</i>	218,000	
<i>Payroll Tax</i>	60,000	
<i>Net reduction in operating and maintenance costs due to reduction in traffic</i>	980,000	1,446,000
	<hr/>	
Approximate Net Increase		<hr/> 1,681,000 <hr/>

LOAN EXPENDITURE

The amount of Loan Funds allotted by the Treasury for expenditure during the year was \$16,299,636, which was expended as follows :—

<i>Additions and improvements to way and works</i>	\$ 8,882,396
<i>Rolling stock, equipment, machinery and other works</i>	7,358,253
<i>Construction of new lines, etc.</i>	58,987
	<hr/>
	16,299,636 <hr/>

STANDARD GAUGE LINE

Payments to the Commonwealth Government in respect of the Standard Gauge Line for the year 1965-66 were :—

<i>Principal</i>	\$ 95,837
<i>Interest</i>	224,898

making a total repayment, up to 30th June, 1966, of :—

<i>Principal</i>	487,353
<i>Interest</i>	1,190,439

FINANCE

Revenue was affected by a falling off in goods and livestock traffic, but the factor mainly responsible for the loss on the year's operations was the increased wages bill.

Awards made by Wage-fixing Authorities resulted in an addition of \$2,670,000 to the wages cost by comparison with the previous year.

The fact that a loss was incurred despite the attainment of still higher standards of operating efficiency and the introduction of higher freights and fares from 27th September, 1964, shows how vulnerable the railways are to influences which tend to cancel out the benefit of increased charges designed to meet unavoidable cost increases such as the heavy increase in Award rates. Apart from these recurring increases in labour costs, the most serious problem is the constant pressure exerted by sectional interests to obtain freight concessions, both direct and through political channels.

For example, it is estimated that the exemption of "decentralized industries" from the 10 per cent. freight increases that became effective from 27th September, 1964, is costing the Department about \$600,000 in revenue annually. In addition, as a matter of Government policy the published freight tariffs have, for many years, provided specially reduced rates for Victorian country industries in respect of the transport of raw materials and finished products, representing an annual cost to the Department of some \$3,000,000.

Over and above these concessions, we are incurring a yearly loss of upwards of \$200,000 in revenue through having to concede further freight reductions, by way of special contract agreements, to specific "decentralized industries" under threat of transfer of their traffic to road under the freedom granted them by Act No. 7096.

There are numerous other fields in which we are forced to concede special rates to compete with road transport, which is subsidized under existing road transport legislation.

As a result of these influences, although revenue benefited during the year from the effect of the abovementioned 10 per cent. increase in freight charges, the average return per goods and livestock ton mile over the full year actually declined by 1 per cent. compared with 1964-65.

If all concessions to country industry were properly charged to Decentralization funds, the cost of these concessions would be made clear to the public, and the Railway accounts would reveal a truer financial return commensurate with the Department's steady increase in physical efficiency and productivity.

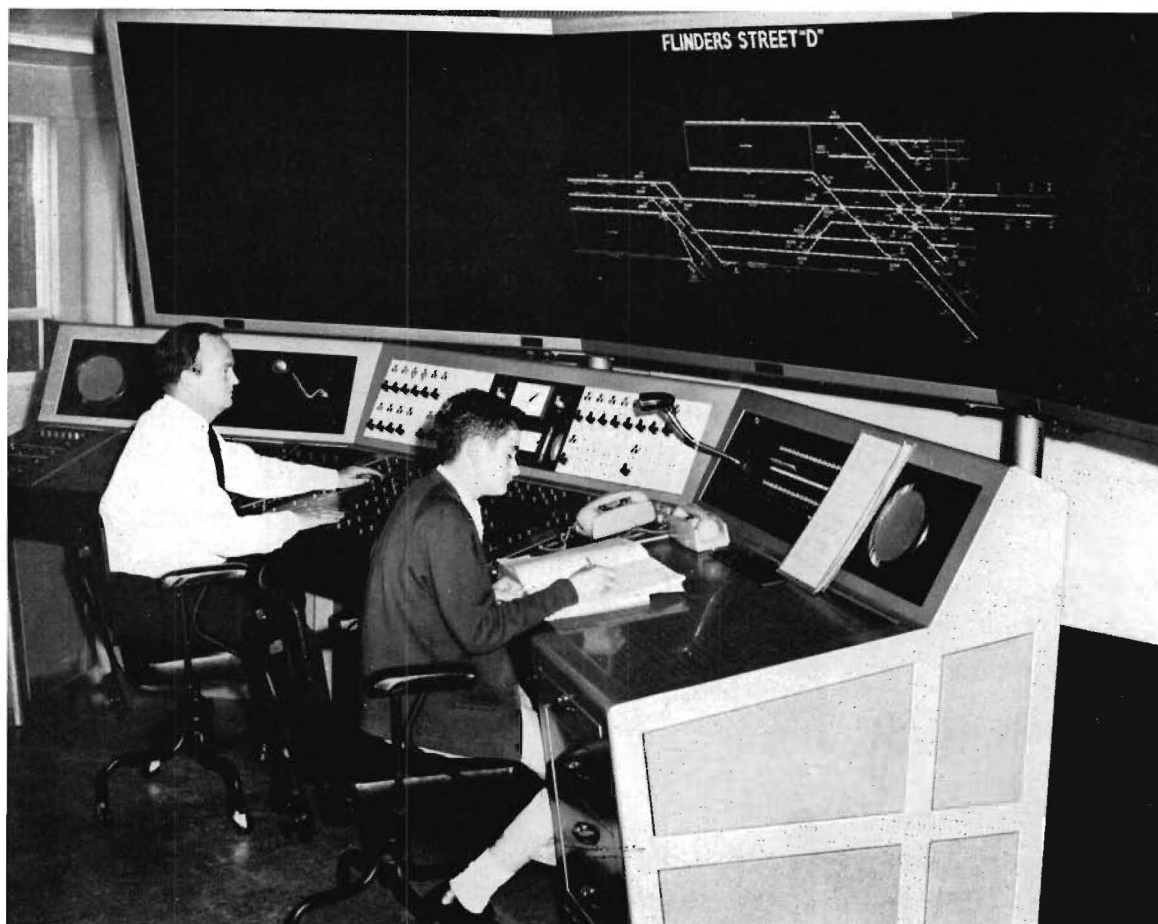
In its passenger operations, too, the Department is obliged to grant fare concessions that properly fall within the ambit of social service benefits and which, as such, should not be a charge against railway finances. These embrace the various fare concessions to students, trainee nurses, etc. In addition, the half fare concession to pensioners is only partly covered by the annual subsidy of \$200,000 received from the State Government.

Another factor that causes serious concern is the ever-increasing burden on working expenses of superannuation charges due to the constant liberalization of benefits.

For instance, in 1963 the Superannuation Act was amended to give contributors the right to elect to retire between the age of 60 and 65 on a full pension upon payment into the Superannuation Fund of an amount determined by the Superannuation Board.

Many of the staff have taken advantage of this privilege.

In respect of each full pension, the Department is required to contribute a sum equal to $2\frac{1}{2}$ times the amount paid from contributions to the Fund. For each employe who retires at 60 years of age on a full pension, therefore, the Department is obliged to



Modern equipment in a recently completed signal box.

contribute its share of pension five years earlier than if he continued in the service until the normal retiring age.

For the year 1965-66, 31 members of the staff elected to retire on a full pension before reaching 65 years of age, and this resulted in an additional charge of \$29,419 to railway revenue.

The total charge to railway revenue for superannuation payments for the year ended 30th June, 1966, was \$4,944,573—almost 5 per cent. of revenue—and it can be expected that with the passing of the Pensions Supplementation Act, No. 7417, these charges will continue to mount.

As indicated in the foregoing financial summary, the sum of \$4,030,673 was debited to the Railways in respect of interest, exchange and sinking fund payments under the provisions of the Railways (Funds) Act 1964, No. 7214. This is an increase of \$845,043 by comparison with the preceding year.

REVIEW OF OPERATIONS

For the first five months of the year, goods traffic showed a substantial increase in tonnage compared with the corresponding period in 1964-65, and the prospects of breaking previous records for traffic appeared bright.

However, from December onwards, the effects of the slowing-down in economic activity were reflected in a reversal of the previous upward trend in tonnage, the items particularly affected being iron, steel, briquettes, timber, motor cars and bodies.

Moreover, the grain traffic, amounting to 2,465,000 tons, showed a decrease of 328,000 tons, or 11.7 per cent., compared with the previous year because of reduced yields of wheat, oats and barley in consequence of unfavourable seasonal conditions in certain areas. Flour traffic also declined by 43,000 tons, or 21.9 per cent., because of a reduction in export trade.

On the other hand, new records were established in superphosphate traffic, which amounted to 1,056,803 tons, an increase of 6.6 per cent., and cement, 781,663 tons, an increase of 6.9 per cent., by comparison with the preceding year. Intersystem traffic on the Melbourne-Albury standard gauge line also eclipsed previous records, totalling 1,917,651 tons, an increase of 206,515 tons, or 12 per cent., over the previous year's total.

The net effect of the foregoing variations was an overall reduction in goods tonnage of 319,482 tons, or 2.68 per cent., which was approximately equal to the decline in grain traffic.

The bogie exchange system, for goods traffic involving movement over both broad gauge and standard gauge lines, has proved to be an increasingly important factor in attracting additional interstate traffic to rail, as it obviates costly and time-consuming transfer of loading at break-of-gauge terminals. During the year, approximately 22,700 wagons, of various types, were handled at the Dynon bogie exchange centre, and 3,000 at Wodonga, an increase of 7,700 and 1,400 wagons, respectively, compared with the preceding year.

The scope of bogie exchange operations was further extended by the opening of facilities at Port Pirie, South Australia, in November, 1965, enabling Victorian wagons, of suitable design, to be used between Kalgoorlie, Western Australia, and Brisbane, Queensland, a distance of 2,927 miles.

Livestock traffic, totalling 239,000 tons, was 120,000 tons less than in the previous year and was also the lowest tonnage for very many years. This reduction is partly attributable to the fact that the tonnage for 1964-65 was inflated by the abnormally heavy movement of stock from drought areas in New South Wales, but a more important factor is the increased activity of road hauliers. The loss of traffic to road transport would undoubtedly have been still more serious but for the introduction of special competitive rates at many livestock centres several years ago.

The number of suburban passenger journeys totalled 144.33 million, a reduction of about half a million, while country passenger traffic decreased from 4.90 million to 4.79 million passenger journeys by comparison with 1964-65. However, the total revenue from passenger traffic was \$369,000 greater than in 1964-65; this apparent anomaly is explained by the increase in fares from 27th September, 1964, the benefit of which accrued for only the last nine months of 1964-65, but extended over the whole of the subsequent year.



New facilities for icing refrigerator vans, Melbourne Yard.

So far as finance permitted, further progress was made with the replacement of steam by diesel haulage and with the construction and purchase of improved types of rolling stock. Additional items of modern mechanical equipment were purchased for use in workshops and in the field.

In the commercial sphere, we continued to maintain close contact with representatives of manufacturing, trading and pastoral interests to enable us to meet the challenges of a highly competitive transportation market. As tangible expression of our desire to provide the type of service required by patrons, numerous improvements were made to goods train services and we continued to provide vehicles of specialized design to carry particular forms of traffic.

Various improvements were made to passenger services to render them more attractive to patrons, and these are referred to in subsequent pages.

Non-Paying Branch Lines and Services.

As mentioned in our last Report, passenger services were discontinued on the Lilydale-Warburton line from 14th December, 1964.

The line was closed for all traffic from 29th July, 1965.

METROPOLITAN TRANSPORT PLANNING

Overseas it has been more and more widely realized that putting the main emphasis on better public transport, is the only answer to worsening traffic congestion. Because of the nature of the service, it has not been possible to make metropolitan public transport self-supporting. The provision of the fixed facilities for public transport is therefore being regarded as an appropriate charge on the whole of the city community, and in many cases, as in America, special grants are being made by the Federal and State Authorities. It is realized that the problem is to transport individuals, not motor vehicles.

As the survey of the transport requirements of the Melbourne metropolitan area for the next couple of decades is nearing completion, it is timely to record the disillusionment of large overseas cities which have placed their faith and invested heavily on freeways as a solution to their urban traffic congestion.

These lessons from overseas ought not to be overlooked or ignored in determining priorities in the allocation of the heavy capital funds which will be required in the next two decades to meet essential transport needs in the metropolitan area.

At the present time, ratepayers in the metropolitan area pay in the vicinity of \$4 million per annum through the Metropolitan Improvement Rate, much of which in the past has been devoted to road projects.

Bearing in mind that freeways are designed mainly to meet the needs of workers travelling to and from the central business district in peak hours (outside peak hours the existing road system is adequate), and that 68 per cent. of the central business district work-force use public transport, it would be both fair and logical to divert a similar proportion of the transport component of the Metropolitan Improvement Rate towards improving the fixed facilities—the “roads”—for public transport rather than use the whole of this money, as we do now, for the benefit of the minority who use their cars.

In a rapidly growing State such as Victoria it may not be practicable to divert a greater proportion of our total capital resources to the transport sector, but by strict application to the principle that every dollar spent must yield the maximum practicable return, the resources that are available for transport could be spent to far better purpose than they are now.

TRANSPORT REGULATION

For a number of years we have consistently drawn attention to the waste of transport resources and loss of State revenue attributable to the failure of the Commercial Goods Vehicles Act to regulate the transport by road of livestock, fruit, vegetables, bulk petroleum products and primary producers' goods carried in their own vehicles.

Under the Act these commodities can be transported by road without limitation, either as to tonnage or length of haul, on payment of an annual fee of only four dollars, and, in respect of fruit, vegetables and livestock, without even the payment of road maintenance charges.

It is our belief that the effective regulation of this traffic and the considerable range of goods for which road permits are issued "as of right" would go far towards overcoming the railways' financial difficulties, with consequent benefit to the whole community.



Commencement of grade separation project at Canterbury Road, Canterbury, with temporary track and platform on right.

FREIGHTS & FARES

The general tariff rates for goods, parcels and passenger traffic remained unaltered throughout the year.

COMMERCIAL ACTIVITIES

Intensive canvasses of primary producers and traders in country districts were made by Commercial Agents to promote rail services, and, despite strong competition from road hauliers operating from depots across the border, the Department's business was generally maintained.

Additional traffic, in the form of coiled steel strip, was secured for the railways by the provision of bogie wagons equipped with special cradles to enable the bulky coils, which are up to 6 ft. in diameter and 16 tons in weight, to be safely transported from Port Kembla to Melbourne and Adelaide.

A further example of the successful adaptation of railway resources to meet special traffic requirements is the transport of Tasmanian vegetables, which are frozen and packed in refrigerated containers, from Melbourne to Sydney. This traffic commenced towards the end of 1965.

On arrival in Melbourne by sea from Devonport, the containers are loaded on to an express goods train to which a power van is attached to supply electricity to the refrigerator units, maintaining the vegetables at the correct temperature during the journey to Sydney.

A satisfactory procedure was devised by the Department's Packaging Officers for the transport of bagged cement, on pallets, from Fyansford to Melbourne in bogie vans.

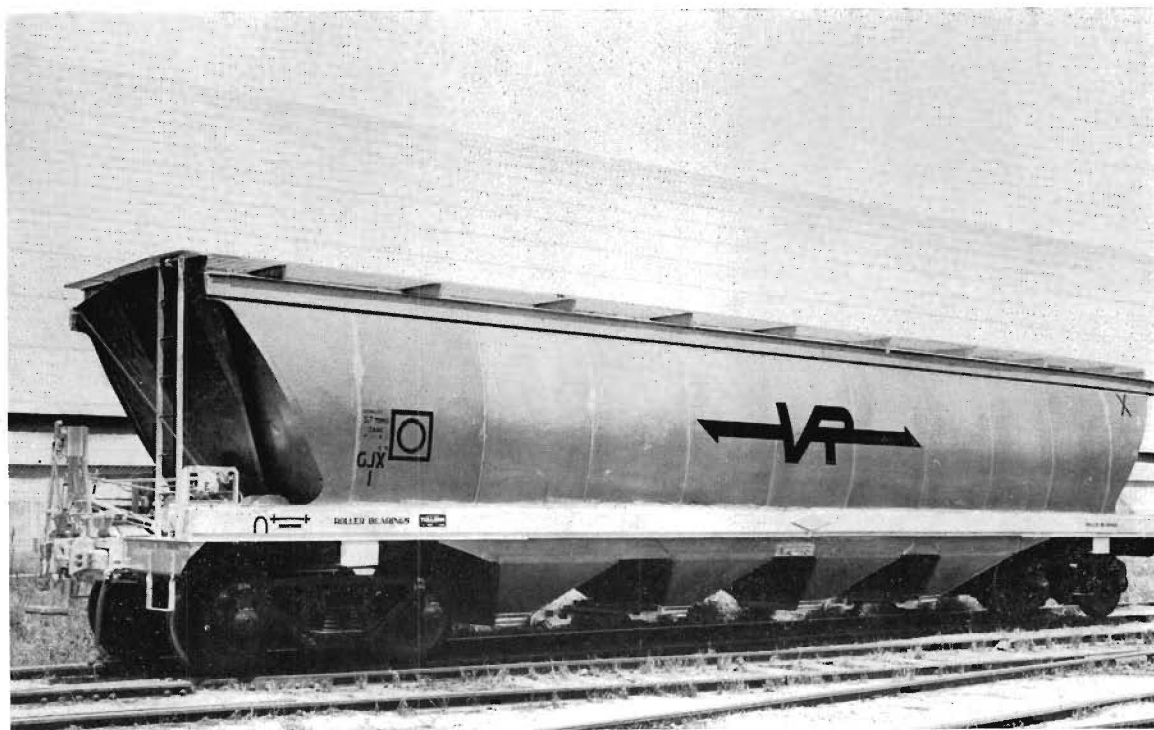
GOODS TRAIN SERVICES

To provide for increased traffic offering for the existing overnight express goods service to Sydney, an additional train was introduced, on 18th October, 1965, leaving Melbourne at 1.30 p.m., Mondays to Fridays, and arriving in Sydney at 5.43 a.m. the next day.

Commencing in December, 1965, the service to Sydney was further increased by the introduction of an additional overnight express on Sundays to convey frozen vegetables reaching Melbourne from Tasmania that morning.

From 5th February, 1966, the goods train timed to leave Melbourne at 2.15 p.m. on Saturdays for Adelaide was altered to depart at 5.0 p.m. and run to an express schedule.

Improvements to intrastate goods services included an additional train from Bendigo to Swan Hill on Saturdays, commencing in September, 1965; a new through service from Melbourne to Mansfield, operated by diesel-electric locomotives four days weekly from 15th November, 1965, and an additional service from Bairnsdale each Saturday, commencing 29th January, 1966, enabling goods from the Orbost line to reach Melbourne in time for delivery early on Monday.



'GJX' Aluminium hopper type wagon for bulk wheat traffic.

PASSENGER TRAIN SERVICES

During November, 1965, accelerations of up to 23 minutes were made in the running of services between Melbourne and Tocumwal in consequence of the installation of power signalling between Essendon and Broadmeadows, and the completion of track relaying on the Goulburn Valley line.

Local services between Melbourne and Geelong were improved by the introduction, on 6th December, 1965, of an additional express leaving Spencer Street at 5.52 p.m., Mondays to Thursdays, and also by the provision of a mid-afternoon service in each direction on Saturdays, commencing 5th February, 1966.

The inauguration of a "mini-buffet" service on the "Mildura Sunlight" trains from 15th February, 1966, reduced the travelling time by half an hour in each direction by enabling the elimination of refreshment intervals previously scheduled at Birchip and

Ballarat. In addition, the night services between Melbourne and Mildura, on Sundays and Fridays, were accelerated by about 15 minutes because of the closure of the Birchip refreshment room.

In the suburban area, the use of two-carriage trains for off-peak services was extended to the Sandringham and Broadmeadows lines from 2nd August, 1965.

Special train services to country race meetings and school sports, and other services run for educational and excursion purposes on both country and suburban lines, were generally well patronized. However, there was a considerable drop in the number of passengers by special services to metropolitan race and night trotting meetings, reflecting the overall reduction in attendances at such meetings.

The patronage of special services to the Royal Agricultural Show in September, 1965, was slightly greater than in the previous year, representing about 30 per cent. of the aggregate Show attendance.

TRAFFIC TRAIN MILEAGE

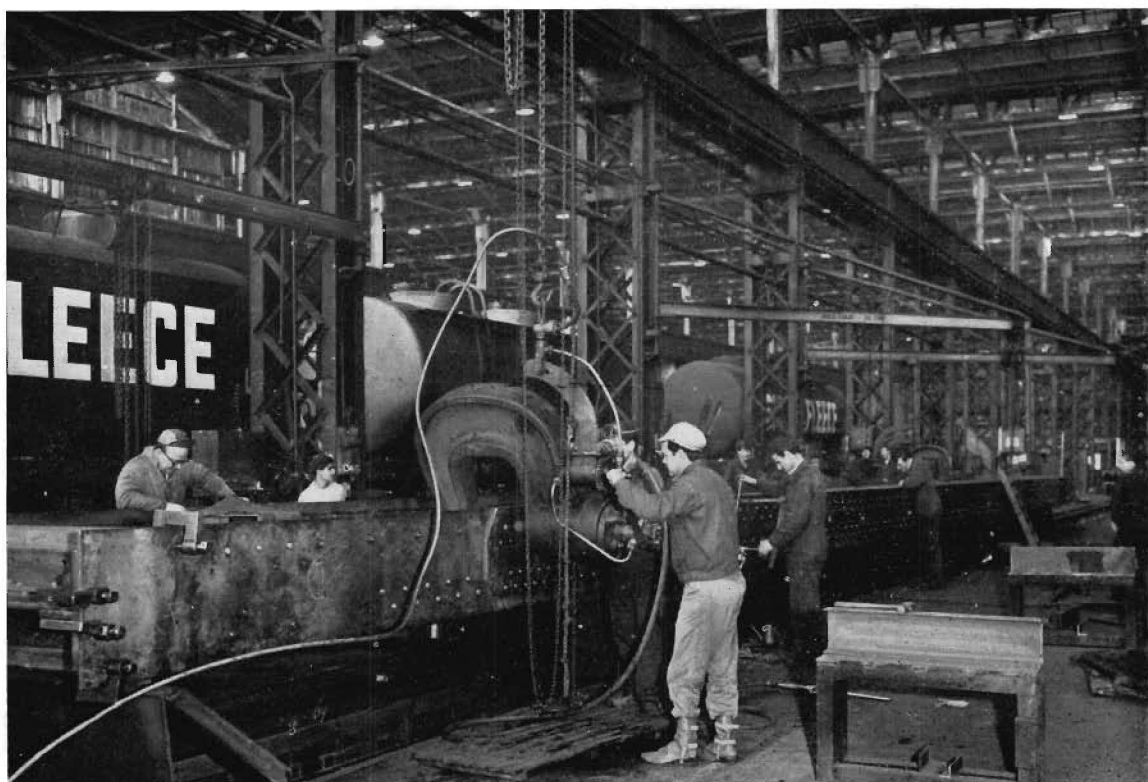
The following table shows a comparison of traffic train mileage for the past three years :—

	1965-66	1964-65	1963-64
<i>Passenger—</i>			
Country	3,097,644	3,128,625	3,099,556
Country Rail Motor	1,640,311	1,707,787	1,737,212
<i>Total :</i>	4,737,955	4,836,412	4,836,768
Suburban	8,458,071	8,480,129	8,367,743
<i>Goods—</i>	6,948,569	7,172,175	6,908,931
<i>Grand Total :</i>	20,144,595	20,488,716	20,113,442

The reduction in goods train mileage for 1965-66 compared with the previous year was mainly attributable to a decrease in the amount of grain and livestock traffic.

The progressive decline in country rail motor mileage during the past two years was largely due to the discontinuance of several branch line services during 1964-65.

The value of the figures for 1965-66 for comparative purposes is, to some extent, affected by the two-day stoppage of all services that occurred on 9th and 10th February, 1966, because of an industrial dispute.



Newport Workshops—Fabrication of main girder for new railway bridge at Mordialloc.

OPERATING RESULTS

Statistics relating to the more important aspects of freight operations are as under :—

	1965-66	1964-65	1963-64
Total goods and livestock tonnage	12,156,405	12,595,661	12,132,015
Average haul per ton of goods (miles)	164	161	157
Total ton miles (goods and livestock)	1,989,000,000	2,028,000,000	1,906,000,000
*Average miles per wagon per day	35.51	36.91	35.82
*Average ton miles per wagon per day	346	345	330
Average tonnage (net) per loaded wagon mile	14.58	13.98	13.88
Average ton miles (net) per goods train hour	3,563	3,421	3,377
Contents load per goods train mile (tons)... ..	300	295	290
Percentage of empty wagon mileage to total	32.81	33.18	33.74

* Based on the number of goods vehicles actually available for service.

During 1965-66, steam locomotives accounted for slightly more than one-seventh of the total mileage run by goods trains, representing the lowest ratio of steam operation yet recorded on the Victorian system.

It is therefore appropriate to draw attention to the greatly improved efficiency in operation achieved since 1951-52—the year immediately preceding the introduction of our first main line diesel-electric locomotives.

In that year, the average ton miles per wagon per day was 216, and the average net ton miles per goods train hour 2,335; the corresponding figures for 1965-66 were 346 and 3,563. As an indication of the operational benefits accruing from the progressive conversion from steam to diesel haulage, this comparison speaks for itself.

ROLLING STOCK CONSTRUCTION

A statement of the rolling stock in existence at 30th June, 1966, appears in Appendix No. 12.

The following new rolling stock was built in our workshops during the year :—

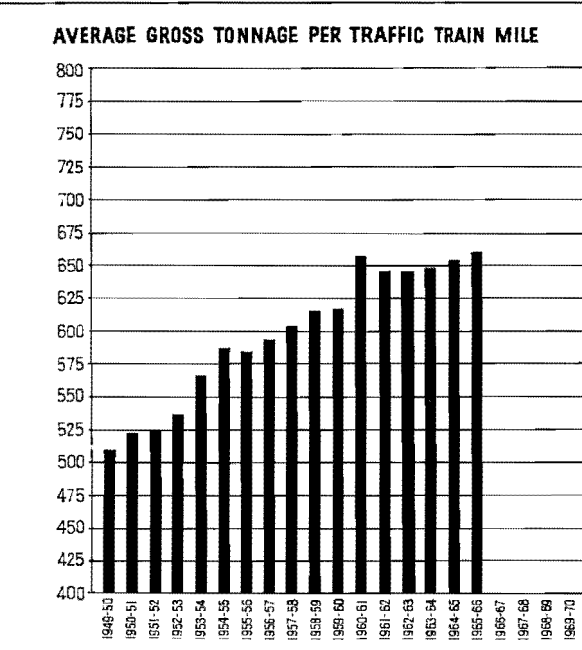
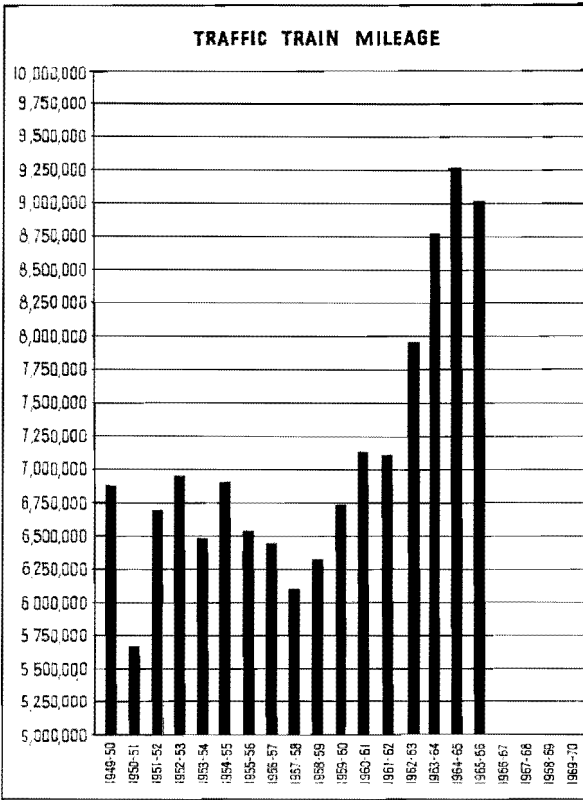
Classification and Type	Number Completed
"Harris" Suburban Trailer Carriages	20 —
"ZLP" Brake Vans (for freight service)	6 —
"CSX" Flat Wagons (for coiled steel traffic)... ..	— 5
"ESX" Open Wagons (for sheet steel traffic)	— 6
"SFX" Flat Wagon (for steel plate traffic)	— 1
"JX" Wagons (for bulk cement traffic)	— 10
"TVX" Wagons (twin Flexi-van transporters)	— 3
"VLX" Louvre Vans (for general merchandise)	— 186
<i>Total Goods Vehicles:</i>	211

Motive Power

Our diesel locomotive fleet was further increased by the purchase of ten additional " T " class diesel-electric locomotives of 950 h.p., suitable for either main line or branch line goods and passenger services, and fourteen " Y " class diesel-electric locomotives of 650 h.p. for shunting and branch line work.

Contracts were let for the supply of six " X " class diesel-electric locomotives of 1,800 h.p. and another ten " T " class diesel-electric locomotives, two of which will be of 950 h.p. and eight of 1,050 h.p.

During the year the number of steam locomotives remaining in service further declined from 220 to 181. Train services in the North-Eastern District and on non-electrified lines in the Gippsland area were fully converted to diesel operation, leaving only five country depots from which steam locomotives are still operating.

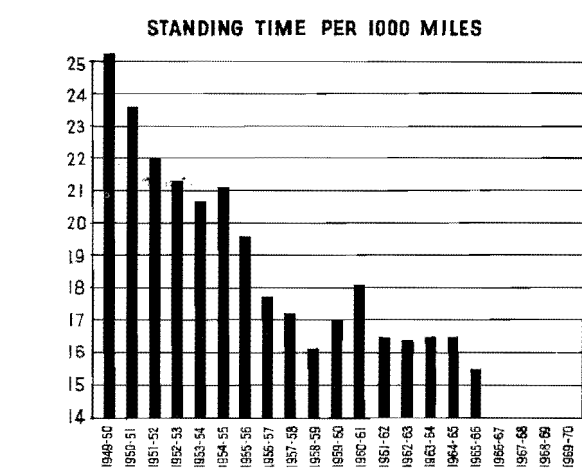
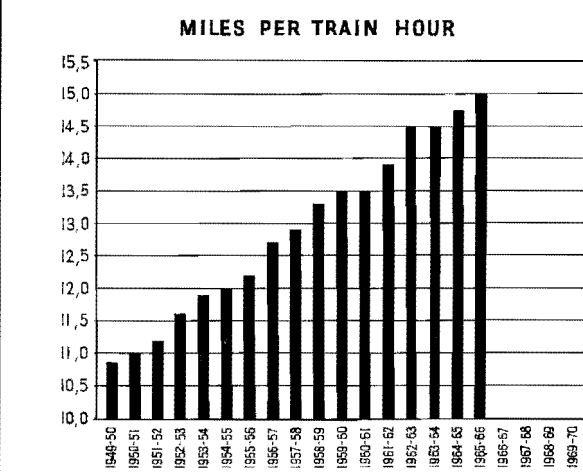
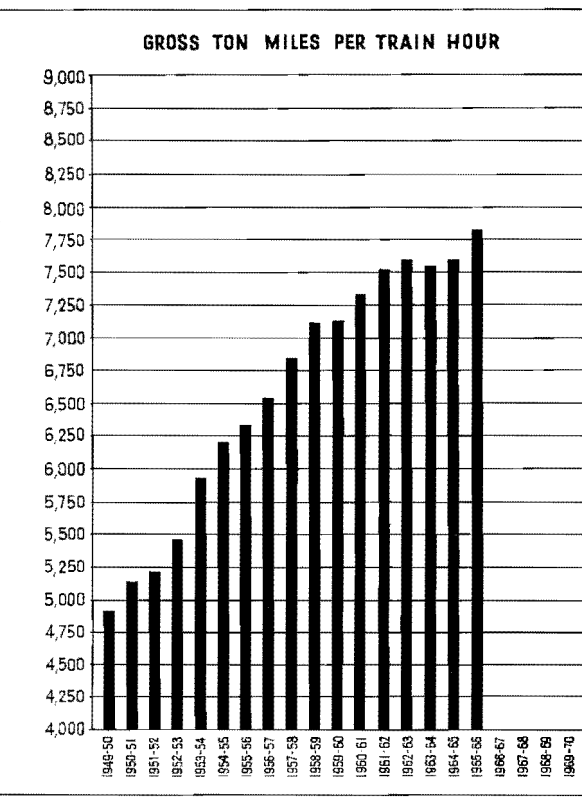


VICTORIAN RAILWAYS

GRAPHS

SHOWING

FREIGHT TRAIN STATISTICS





Inauguration of Gippsland Industries Train at Spencer Street, 18th February, 1966.

Passenger Stock

A further 20 "Harris" suburban trailer carriages were built at Newport, while 15 motor carriages were constructed by a private contractor. With these additions, the number of "Harris" trains in service rose to 55, an increase of 5 compared with the previous year. In pursuance of our replacement policy, a corresponding number of swing-door trains were scrapped.

Existing contracts provide for the construction of another five "Harris" trains.

Preliminary work was carried out at Newport for the construction of an extra ten motor carriages, which will enable the length of peak period trains on the Box Hill line to be increased from seven to eight carriages.

Thirteen additional "Tait" type suburban trailers were equipped with driving controls to provide for the further extension of two-car operation during slack periods.

To provide improved refreshment facilities for passengers on the "Mildura Sunlight" service, two air-conditioned steel carriages were altered by the removal of several compartments from each to form a buffet section with kitchen appointments and seating at small tables for twelve patrons.

Four of the older country carriages were specially converted to display vehicles for hire to organizations and firms undertaking promotional tours by rail. They were initially used for a mobile exhibition of industrial development in the Gippsland area.

By arrangement with this Department, the South Australian Railways constructed two additional second class saloon type air-conditioned cars for use on "The Overland" service between Melbourne and Adelaide, and was proceeding with the construction of a further two twinette sleeping cars for this service.

Goods Vehicles

An order was placed with a private contractor for the supply of 100 aluminium hopper type wagons of 57-ton capacity for the bulk grain traffic, and 32 of these were delivered. Each wagon is designed to hold approximately 2,000 bushels of wheat, which can be loaded in about 25 minutes and discharged in 4 minutes.

In addition to twelve wagons specially built for the transport of different kinds of steel traffic, ten existing wagons were altered to carry coiled steel.

Various other wagons were provided, either by the construction of new vehicles or by the alteration of existing ones, to cater for particular types of traffic.

Additional open type wagons were grain-proofed, making a total of 6,056 open wagons suitable for bulk loading.

By the close of the year, the number of wagons suitable for use on either broad gauge or standard gauge by bogie exchange had increased to 987.

Workshops and Testing Laboratory

Additional new welding equipment was installed at Newport, and the roller bearing shop was extended.

Repair facilities at Ballarat Workshops were improved by the provision of a covered area for wagon repairs and a new building for spray painting operations.

The range of activities at the Newport Testing Laboratory was further diversified by the purchase of several new items of testing equipment.

TRACK, STRUCTURES AND COMMUNICATIONS

During the year a total of 135 miles of track was relaid, principally by four mechanized gangs operating in the Ararat, North-Eastern and Eastern Districts. Although this was an increase on the mileage relaid the previous year, it was still about 100 miles short of the annual total accepted by the Public Accounts Committee, in its recent report, to raise the standard of tracks to the desirable level within a reasonable period.

In addition to relaying, 205 sets of points and 499 crossings were renewed. Ballast and sleepers were renewed on 41 miles of track on the Sea Lake and Robinvale lines by a mechanized reconditioning gang.

Additional items of mechanical equipment were obtained to facilitate work on the improvement and maintenance of tracks. These included a Matisa track recording car, a Universal Autojack for use in conjunction with our standard gauge tamping machine, and three crawler tractors.



Matisa Track Recording Car.

Melbourne Goods Terminal Re-arrangement Scheme

Progress with the re-arrangement of the Melbourne Yard was maintained, and, although most of the work so far completed has been in the peripheral area of the new yard, its benefits are already apparent in improved operating conditions.

About ten miles of new track were laid, mainly on the 17-acre site at North Melbourne where the locomotive depot previously stood. A new area for the icing of refrigerator vans was also established on this site.

Near the Cowper Street boundary of the Melbourne Yard, the first section of a new covered loading area, designed to extend to a total length of 1,070 ft., was brought into use. Work was proceeding on the second stage of this construction.

Pile driving was begun in preparation for the work of extending No. 4 Shed.

A new shed was under construction at North Melbourne for the handling of cement traffic originating at Geelong.

A new double-track bridge was constructed over Moonee Ponds Creek, providing a connexion to new tracks on the western side of the creek and more direct access to Appleton Dock.

As the Yard re-arrangement scheme progresses, the existing bridges carrying track-work over Dudley Street, West Melbourne, will have to be rebuilt, and several additional bridges constructed alongside these. A commencement was made with piling for two of the proposed new bridges.

Spencer Street Station

A roof was erected over the southern end of Platforms Nos. 2, 3 and 4 and adjacent loading docks. This marked the completion of all major constructional work on the new terminal.

Box Hill Line

The construction of two additional tracks between Richmond and Burnley was well advanced, and the last of the five island platforms at Richmond was completed and brought into use for down trains to Box Hill and Glen Waverley.

A start was made with the extension of platforms in preparation for the introduction of eight-carriage trains for peak period traffic on this line.

Geelong Line Duplication

The duplication of the section from Newport South Junction to Rock Loop was well advanced, and work was commenced on the Laverton–Werribee section.

Newport–Tottenham Goods Line Duplication

Work on the section from Newport to Brooklyn was virtually completed, including necessary signalling alterations.

Grade Separation

The bridge carrying the roadway over the line at Burnley Street, Burnley, was completed.

Work was begun at Canterbury Road, Canterbury, on a grade separation project of considerable magnitude, involving the regrading of portion of the line to bring the tracks about twenty feet above the roadway, and the reconstruction of the station at this new level.

To maintain train services during the progress of the work, a temporary track deviation and island platform were brought into use, and boom barriers erected in place of the interlocked gates formerly provided at the level crossing in Canterbury Road.

At Maryborough, preparatory work was undertaken in connexion with the construction of an underpass at Tuaggra Street.

Power Signalling

Automatic signalling was installed between Essendon and Broadmeadows, replacing a two-position system.

The installation of automatic signalling between Moe and Morwell, with remote control of the Herne's Oak crossing loop, was approaching completion.

Communications

The telephone pole line between Melbourne and Ballarat was reconstructed as far as Wallace, and work was proceeding on the remainder of the line.

The teleprinter system in the Head Office was modified to incorporate machines of the latest type together with a teleprinter concentrator. This has enhanced the efficiency of the system by enabling each operator to have access to all circuits in order to cope with additional lines. The use of punched tape was introduced for certain teleprinter operations.

Teleprinters were installed at several operating centres in the Northern and South-Western Districts, replacing the morse telegraph as a means of communication.



New bridge over Nepean Highway, Mordialloc.

General Works

In continuation of our programme for the progressive improvement of level crossing protection, three additional crossings were equipped with boom barriers, and flashing light signals were installed at seventeen others.

Much was done in the provision of new sidings, and the extension of existing siding accommodation, to meet the requirements of industries situated close to the railway. The principal works in this category were additions and alterations to the system of sidings serving the State Electricity Commission's Hazelwood power station, and the provision of extensive sidings adjacent to the Commission's new briquette depot between Westall and Spring Vale.

Work was proceeding on the reconditioning of the line from Ararat to Avoca, which has been closed since July, 1959, in preparation for the early resumption of traffic.

New bridges were completed over the re-aligned Nepean Highway at Mordialloc and over the Macallister River at Maffra, while at several other locations progress was made with the replacement of timber bridges with permanent structures.

Following the destruction of much of the Bendigo station by fire in December, 1965, temporary accommodation was provided pending the construction of new station buildings, designs for which have been prepared.

Offices and waiting rooms were erected on the Sandown Park platform, and the station was opened for public use on 4th October, 1965.

Portland Harbour Access Railway

Following negotiations with the Portland Harbour Trust, the Department took over from the Trust a section of the Port access railway, comprising the exchange sidings and the portion of railway between these sidings and the main rail system at Portland North.

REAL ESTATE DEVELOPMENT

Princes Gate Project

All work below the level of the concrete deck over the reconstructed station was completed, and No. 1 East Platform was restored to use. A new signal box, incorporating the latest form of push-button control, was opened, and the old signal box was demolished.

Princes Gate Pty. Ltd. was proceeding with the next stage of its development scheme, involving the construction of two multi-storey buildings above the station.

Glen Waverley Re-development Scheme

A scheme to re-develop an area of railway land adjoining Springvale Road, Glen Waverley, for the mutual benefit of the Department, the local Council and private enterprise was successfully completed during the year.

About six years ago, the City of Waverley submitted a tentative plan to incorporate land then occupied by trackwork, a sub-station and several departmental houses, in a proposed shopping centre and car parking project.

As finally adopted, the scheme provided for the re-development of this railway land to create parking space for 203 cars (to serve the adjacent shopping area), a roadway, bus bays, a service station site and nine additional shop sites.

In conjunction with the duplication of the Glen Waverley line, the trackwork and other facilities were removed from the land at the cost of the Council, which also accepted responsibility for the relocation of the departmental houses.

The Council's costs in the matter are being financed by a special rate which was imposed, at the request of the owners concerned, on properties that benefited from the re-development scheme. In addition, the lessees of the shop sites and the service station site have each contributed towards the cost of the scheme.

The railway land required for the car park, roadway and bus bays has been leased to the Council on a long term basis at a nominal rental. For the leases of the business sites, on which the lessees have erected valuable improvements, the Department is receiving an appreciable sum annually in rentals.

A separate parking area, accommodating 35 cars, is provided for the use of rail patrons who travel from Glen Waverley.



Princes Gate Development, with Plaza in foreground.

ELECTRICAL ENGINEERING

In pursuance of the long-range scheme for provision of additional sub-station capacity to operate the suburban train system and for conversion of existing sub-stations from 25 to 50 cycle equipment, a new sub-station was commissioned at Essendon and the Glenroy sub-station was equipped with new plant, using semi-conductor type rectifiers.

Work was proceeding on the installation of plant in new sub-stations at North Melbourne, Yarraville and Williamstown.

Overhead wiring was provided for new trackwork between Richmond and Burnley, at Princes Gate and in the Melbourne Yard. Renewals of overhead contact wire on various electrified lines totalled 24.5 miles.

In conjunction with the conversion of industrial power supplies in the Melbourne Yard from 25 to 50 cycles per second, a much higher level of illumination was provided in the Yard.

Additional stations were equipped with fluorescent lighting.

REFRESHMENT SERVICES

The revenue from refreshment rooms, stalls, buffet and dining cars and the Chalet, Mount Buffalo, totalled \$4,399,017, an increase of \$421,267 compared with the previous year. Most of the increased revenue was derived from the Flinders Street and Spencer Street stalls.

Rebuilding operations restricted the scope of the stall service at Princes Bridge, but preparations were well in hand for the opening of additional stalls and a restaurant in the new station.

The refreshment rooms at Echuca, Shepparton and Birchip and the kiosk at Ouyen were closed during the year.

Patronage at the Chalet, Mount Buffalo, during the 1965 winter was less than in the preceding year owing to disappointing snow conditions, but the overall trading results for 1965-66 were satisfactory. Further building improvements were made at the Chalet, and the kitchen of the lodge at Dingo Dell ski-ing grounds was completely modernized.

STORES AND MATERIALS

The value of stock held at 30th June, 1966, was \$6,996,979, a reduction of \$486,081 compared with 1964-65.

Issues and sales from stock amounted to \$34,562,310, an increase of \$643,966 on last year's total, and the rate of stock turnover was further improved.

The value of material reclaimed for use within the Department or for sale at the Reclamation Depot, Spotswood, was \$958,866, an increase of \$165,696 on the corresponding amount for the previous year.

PUBLIC RELATIONS AND BETTERMENT BOARD

For several months before the introduction of decimal currency on 14th February, 1966, a multi-lingual public relations campaign was conducted to bring to the notice of patrons details of decimal fares and the manner in which to use the existing currency in tendering payment. The fact that the change-over to the new system was so successfully carried out reflects credit both on station staff, for the way in which they rose to the occasion, and also on the public, for its co-operation.

Various forms of publicity were employed throughout the year to promote railway business and to assist in the recruitment of new staff.

Press, radio and television services were kept fully informed of railway activities by means of a news and pictorial service of high standard.

" Reso " Tours

Two further " Reso " tours were arranged by the Department during the year.

In October, 1965, a party of tourists was conducted on a visit to the Snowy Mountains Hydro-Electric Scheme and the Wagga Wagga district. In June, 1966, a second party departed from Melbourne on an extensive tour by rail, road and air of Central, Northern and Western Australia, visiting numerous places not previously included in a " Reso " tour.



Mini-buffet service on "Mildura Sunlight".

Suggestions Scheme

Over 600 suggestions were submitted by employees and the public for the improvement of the service. Cash awards totalling \$864 were paid for the 88 suggestions adopted, the highest individual award being \$100.

STAFF

At 30th June, 1966, the total staff (including casual labour equivalent to 533 men working full time) was 28,368.

Although this represented an increase of 181 on the previous year, difficulty continued in recruiting staff in sufficient numbers, particularly of the type suitable for employment in operating grades in the Traffic Branch.

With a view to enabling senior officers to keep abreast of modern developments and thought in the various spheres of their activities, the policy of nominating them for lectures, conferences and seminars on technical subjects and various aspects of business management has been continued.

Management Services

During the year a Management Services Division was formed by amalgamation of the Work Study, Methods and Computer Sections. Projects undertaken by the Division have resulted in improved efficiency and economy in several phases of railway operation.

An order was placed for the hire of electronic data processing equipment incorporating the latest advances in computer techniques. The equipment is to be installed during July, 1967, and it will be used, initially, for inventory control and costing, and also for preparation of payrolls and statistical information. It will be capable of expansion to other areas, such as freight accounting and wagon control.

INDUSTRIAL AWARDS

The Federal basic wage of \$30.70 remained unchanged throughout the year, but all marginal rates were increased, from 4th July, 1965, by application of the "1½% formula" decided on by the Commonwealth Conciliation and Arbitration Commission in the 1965 National Wage Cases.

Other variations to award rates by the Commission included increased marginal rates for certain grades of enginemen and foremen.

The Commission also granted an increase in the rate of allowance for employes required to camp out, together with an improvement in the prescribed standard of camping facilities for these staff.

In addition to several instances of industrial unrest of a sectional nature, a State-wide 48-hour stoppage by members of unions affiliated with the Trades Hall Council occurred on 9th and 10th February, 1966, in support of a claim for additional annual leave. The stoppage affected all State instrumentalities, and, as a result, the Commissioners obtained from the Commonwealth Industrial Court orders calling on the organizations concerned to refrain from further stoppages.

The average annual payment, including overtime and penalty payments, to all officers and employes, including juniors, was \$2,719, compared with \$2,670 in 1964-65.



Treating a "patient" at the Annual First Aid Competitions.

FIRST AID

The year was one of quickened interest in first aid, the number of employes enrolled for classes being considerably higher than in the previous year. The number to undergo examinations was just under 800, a very high proportion of whom passed.

Additional teams were entered for the annual District First Aid Competitions. The final events, which were held at Mount Evelyn early in September, 1965, reflected a high standard of preparation by entrants.

VICTORIAN RAILWAYS INSTITUTE

Although active steps were taken to enrol new members throughout the year, there was a net reduction of 374 in membership, mainly through resignations from the service, and at 30th June, 1966, the total stood at 16,106.

The various clubs affiliated with the Institute covered a very wide range of interests in both sporting and social fields. The Institute was represented by teams in intersystem lawn tennis, bowls and table tennis carnivals.

Preparations were well advanced for the opening of new centres at Cressy and Wycheproof.

VISITS ABROAD

Mr. E. H. Brownbill, Chairman of Commissioners, accompanied by a Commissioner or senior executive of each of the other Australian railway systems, visited Great Britain, at the invitation of Sir Charles Johnston, British High Commissioner, on a tour of inspection of the British Railways.

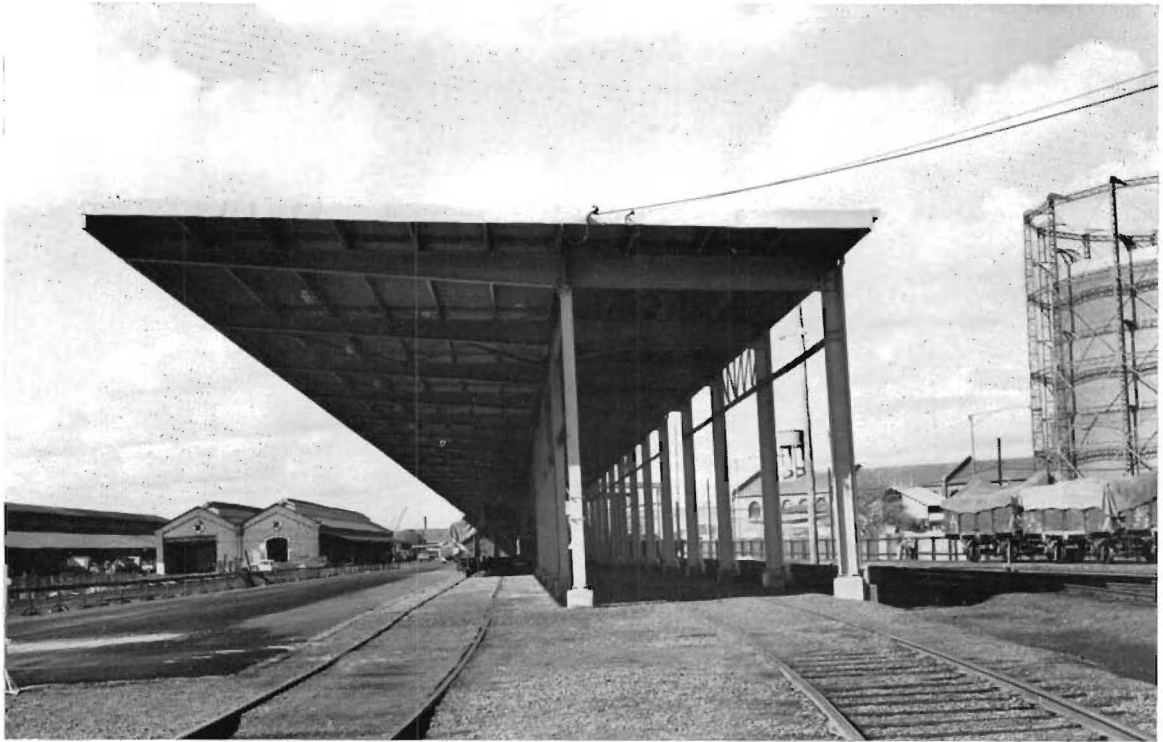
The tour was organized by the British Board of Trade, and was planned to enable visitors to view the principal modern developments in railway operations in Britain.

Mr. Brownbill left Australia on 23rd April and returned on 25th May, 1966.

Mr. G. F. W. Brown, Deputy Chairman of Commissioners, accompanied by Mr. A. J. Nicholson, Workshops Superintendent, left Australia on 12th May, 1966, on a visit to Japan, the U.S.A. and Canada for the purpose of studying the latest railway developments.

Mr. L. C. Rolls, Superintendent of Locomotive Maintenance, together with Mr. C. A. Clough, Superintending Engineer, Commonwealth Railways, represented Australian railway systems at a seminar on diesel locomotives held at Tashkent under the auspices of the United Nations Bureau of Technical Assistance Operations and the Government of the Soviet Union.

While Mr. Rolls was overseas on this mission, advantage was taken of the opportunity for him to investigate the latest procedures in the operation and maintenance of diesel locomotives in Western Germany and the U.S.A. He left Australia on 9th April, 1966, and returned on 29th May, 1966.



New covered loading area at Cowper Street sidings, Melbourne Yard.

ACKNOWLEDGMENT OF SERVICES OF STAFF

In concluding our Report, we desire to record our appreciation of the service rendered by all sections of the staff during the past year.

HEADS OF BRANCHES

At the close of the year, the Heads of Branches were :—

Secretary	...	...	...	...	Mr. W. Walker
Chief Mechanical Engineer	...	...	...	...	Mr. W. O. Galletly
Chief Civil Engineer	...	...	...	...	Mr. L. A. Reynolds
Chief Traffic Manager	...	...	...	...	Mr. J. R. Rewell
Chief Electrical Engineer	...	...	...	...	Mr. H. C. Foulkes
Comptroller of Accounts	...	...	...	...	Mr. L. M. Williams
Chief Commercial Manager	...	...	...	...	Mr. A. W. Weeks
Comptroller of Stores	...	...	...	...	Mr. F. Orchard
Superintendent of Refreshment Services	...	...	...	...	Mr. F. P. Kennedy

CERTIFICATES OF HEADS OF BRANCHES

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during the year ended 30th June, 1966.

W. O. Galletly,
Chief Mechanical Engineer,
31st August, 1966.

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended 30th June, 1966.

D. D. Wade,
Acting Chief Civil Engineer,
31st August, 1966.

I hereby certify that the sub-stations, transmission system, overhead equipment and depots under my control were maintained in good working order and repair during the year ended 30th June, 1966.

H. C. Foulkes,
Chief Electrical Engineer,
31st August, 1966.

I hereby certify that the stock of Stores has been carefully and systematically inspected during the year, and that its value at the 30th June, 1966, was \$6,996,979.

F. Orchard,
Comptroller of Stores,
31st August, 1966.

APPENDICES

The Balance Sheet for the year and various accounts, statements and other information are embodied in the Appendices, a list of which appears at the front of this Report.

E. H. BROWNBILL, Chairman	} Victorian Railways Commissioners
G. F. W. BROWN, Deputy Chairman	
E. P. ROGAN, Commissioner	

BALANCE SHEET AS AT

1965	Nature and source of Funds					1966
\$	\$	\$	\$	\$	\$	\$
	FUNDS PROVIDED BY THE STATE TREASURER :					
	For Capital Purposes—					
	From Loans raised on behalf of the State ...	...	...	...	362,797,709	
	Less—Equity in the National Debt Sinking Fund	...	...	...	47,311,375	
	Net Liability ...	...	...	...	315,486,334	
	Less—Loan for Renewals, Replacements and	...	...	1,050,000		
	Maintenance Works not represented by Assets	...	...	5,399,091		
	Discounts and Expenses on Loans	...	...	
295,977,212	Total Net Funds provided from Loans				6,449,091	309,037,243
	For Special Purposes—					
	From—					
	Sundry Special Funds	...	...	...	13,075,129	
	Level Crossing Fund Act 6229 ...	...	...	...	4,838,134	
	Uniform Railway Gauge Trust Fund	...	...	31,600,000		
	Less repayment to Commonwealth under Act 6459	...	...	487,353		
					31,112,647	
					49,025,910	
	From Public Account—					
	Act 6345 Section 15 ...	...	...	428,457		
	" " " 17 (1) ...	...	...	1,137,877		
49,996,190					1,566,334	50,592,244
	RESERVES—					
	National Debt Sinking Fund Reserve	...	...	...	47,311,375	
	Railway Accident & Fire Insurance Reserve	...	...	...	200,000	
	Uniform Railway Gauge Reserve	...	...	...	487,353	
44,735,036						47,998,728
	CURRENT LIABILITIES—					
	Sundry Creditors—					
	Stores and Services	...	...	...	7,092,738	
	Revenue	...	...	...	612,427	
	Trust	...	...	...	3,881,435	
12,844,092						11,586,600
	SPECIAL FUNDS FOR WORKING PURPOSES—					
	Sundry Provisions prior to 30.6.64	...	...	...	4,052,215	
	Amount contributed from General Revenue of					
	State to meet losses—					
	To 30.6.37	...	...	38,949,674		
	From 1.7.37 to 30.6.65	...	...	94,726,539		
	Contribution for year ended 30.6.66	...	...	5,508,934	100,235,473	
					139,185,147	
					143,237,362	
	Loss on operation—					
	To 30.6.37	...	...	40,390,243		
	From 1.7.37 to 30.6.65	...	...	92,888,894		
	For year ended 30.6.66	...	...	5,562,918		
					98,451,812	
					138,842,055	
4,449,292	Outstanding Income 30.6.66	...	...	...		4,395,307
408,001,822						423,610,122

* This amount is exclusive of provision for depreciation \$5,980,702 and for—
Annual leave accrued during the year..... Nil.
Annual leave aggregate liability at 30.6.66 (518,679 days) \$3,947,147

Subject to comments in my Report,
pages 62-67 to the Legislative Assembly on
the Accounts for the year 1965-66.

A. J. A. GARDNER

Auditor General.

28th October, 1966

30th JUNE, 1966.

1965	Disposal of Funds				1966
\$			\$	\$	\$
	EXPENDITURE ON—				
	Railways				
	Way, Works, Buildings, Machinery and Plant	...	...	231,896,621	
	Rolling Stock General Equipment	...	...	100,286,630	
					332,183,251
	Road Motor Public Services—				
	Buildings and Equipment	...	...	38,584	
	Rolling Stock	...	...	22,275	
					60,859
	Railways under construction	...	...	2,529,347	
	Bridges for Railways not yet constructed	...	...	59,108	
	Surveys	...	...	104,995	
					2,693,450
	Lines closed for traffic—				
	Railways	...	...	772,374	
	Tramways	...	...
					772,374
					335,709,934
	DEPRECIATION ACCOUNT—				
	Depreciation not provided for by cash appropriations to 30.6.65				55,104,597
	Normal Depreciation for the year	...	...	6,570,561	
	Less amount provided...	...	...	589,859	
					5,980,702
	Under provision for the year	...	...
					61,085,299
380,158,066					396,795,233
	FUNDS FOR SPECIAL PURPOSES held by the State Treasurer—				
	Railway Accident & Fire Insurance Fund	...	...		200,000
	Railway Charges in Suspense	...	...		4,557,592
	Railways Stores Suspense Account	...	...		2,805,240
	Railways Repayment Fund	...	...		33,128
					7,595,960
6,834,538					
	CURRENT ASSETS—				
	Works in Progress—Manufacturing Account				
	Stores and Materials on hand and in transit	...	...		433,133
	Railways	...	...	6,996,979	
	Construction Branch	...	...	8,612	
					7,005,591
	Refreshment Services Stock & Equipment				
	Less provision for losses and breakages	...	...	779,080	
				16,423	
					762,657
	Securities held in Trust—				
	In London	...	...
	In Melbourne	...	...	3,848,307	
					3,848,307
	Sundry Debtors—				
	Revenue	...	...	4,591,972	
	Other	...	...	1,551,180	
					6,143,152
	Income Cash on hand and in transit				
	Advances—				
	To Accounting Offices, Stations, etc.	...	...	592,316	
	To Agent General for purchase of—				
	Capital equipment	...	...	76	
	Stores, etc.	...	...	17,935	
				18,011	
					610,327
21,009,218					19,218,929
408,001,822					423,610,122

L. M. WILLIAMS
Comptroller of Accounts.
28th October, 1966

APPENDIX No. 2.

SUMMARY OF THE FINANCIAL RESULTS BY CONTRAST WITH THOSE IN THE PRECEDING YEAR.

	Year 1965-66	Year 1964-65	Increase (+) or Decrease (-) in 1965-66
	\$ c	\$ c	\$ c
GROSS REVENUE—			
*Railways	99,549,957 .05	100,252,585 .90	702,628 .85
Road Motor Public Services ...	68, 25 .27	73,273 .32	— 4,348 .05
Total	99,618,882 .32	100,325,859 .22	— 706,976 .90
WORKING EXPENSES—			
Railways	101,005,734 .19	99,336,597 .06	+ 1,669,137 .13
Road Motor Public Services ...	145,392 .95	133,138 .95	+ 12,254 .00
WORKING EXPENSES CHARGED AGAINST REVENUE	101,151,127 .14	99,469,736 .01	+ 1,681,391 .13
DEFICIT ON CURRENT OPER- ATIONS	1,532,244 .82	...	
NET REVENUE ... ..	...	856,123 .21	— 2,388,368 .03
Interest Charges, Exchange and Contribution to the National Debt Sinking Fund	4,030,673 .21	3,185,630 .69	+ 845,042 .52
DEFICIT	5,562,918 .03	2,329,507 .48	+ 3,233,410 .55

* Includes ;—\$200,000 Pensioners' Fares Subsidy. \$62,000 Parcels Recoup. \$224,000 Goods Freight Recoup.

APPENDIX No. 2A.

COMPARISON OF THE RESULTS OF WORKING (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES) WITH THOSE IN THE THREE PRECEDING YEARS.

	Year 1965-66	Year 1964-65	Year 1963-64	Year 1962-63
Average Mileage of Railway operated	4,189	4,211	4,242	4,265
TRAFFIC TRAIN MILEAGE				
Passenger—Country	3,097,644	3,128,625	3,099,556	3,095,403
" " Rail Motors	1,640,311	1,707,787	1,735,476	1,733,423
" " Suburban	8,103,757	8,419,820	8,300,726	8,234,654
" " Rail Motors	54,314	60,809	68,753	68,110
Mixed ... ..	...	...	...	...
Goods (including Live Stock)	6,948,569	7,172,175	6,908,931	6,345,092
Total	20,144,595(a)	20,488,716(a)	20,113,442(a)	19,476,682
Number of Passenger Journeys { Country	4,792,505	4,907,057	5,082,321	5,139,646
Suburban	144,332,163	144,846,129	148,313,401	147,586,991
Tonnage of Goods	11,917,366	12,236,848	11,819,662	10,547,515
Tonnage of Live Stock	299,039	358,813	312,353	293,373
REVENUE				
Passenger &c., Business				
Passengers { Country	\$ 7,508,710	\$ 7,552,540	\$ 7,082,114	\$ 7,062,374
Suburban	20,254,290	19,837,294	18,054,928	17,976,680
Parcels	2,735,088	2,715,924	2,430,784	2,338,904
Mails	893,096	658,248	612,480	554,716
Miscellaneous	162,681	86,866	77,076	80,574
Total	31,553,865	30,850,872	28,257,382	28,013,248
Goods &c., Business				
Goods	59,270,947	60,487,994	56,121,026	50,469,150
Live Stock	1,478,209	2,151,748	1,932,966	1,980,190
Miscellaneous	692,373	721,784	676,854	628,534
Total	61,441,529	63,361,526	58,730,846	53,077,874
Other Services				
Dining Car Services	242,618	229,014	224,560	213,352
Refreshment Services	3,102,806	2,829,194	2,739,260	2,789,644
Advertising	211,279	208,234	218,542	210,130
Bookstalls	1,053,593	919,542	827,908	828,208
Total	4,610,296	4,185,984	4,010,270	4,041,324
Sale of Electrical Energy	699	1,874	2,406	4,542
Rentals	1,710,028	1,653,056	1,588,106	1,568,398
General Miscellaneous	202,957	171,746	189,612	171,866
Recoup Kerang Koondrook Tramway Act	30,583	27,528	27,220	28,486
Total	99,549,957	100,252,586	92,805,842	86,905,738
WORKING EXPENSES				
Way and Works Branch	\$ 19,633,061	\$ 18,850,992	\$ 17,633,420	\$ 17,067,354
Rolling Stock Branch Operating Expenses	12,236,463	13,149,624	12,453,318	11,700,248
" " Repairs and Renewals	16,760,363	15,921,628	13,934,628	12,545,860
Traffic and Commercial Branches	28,415,349	27,663,400	25,056,548	24,072,764
Electrical Engineering Branch	4,563,465	4,471,486	4,327,974	4,233,966
Miscellaneous Operations	4,378,106	3,946,924	3,676,932	3,756,374
Stores Branch	1,426,374	1,406,326	1,277,288	1,206,420
General Expenses	2,343,041	2,280,844	2,013,204	1,987,554
Contribution to Railway Accident and Fire Insurance Fund	1,314,626	1,532,830	1,162,578	1,100,294
Commonwealth Payroll Tax	1,744,000	1,803,150	1,647,302	1,587,056
Service Grants	862,891	1,002,288	1,265,392	1,244,210
Retiring Gratuities	309,995	340,284	300,728	275,734
Long Service Leave	1,352,692	1,370,698	1,236,070	1,010,402
Commonwealth Gov't. Railways Standardization Agreement	320,735	325,634	330,330	303,744
Contribution to Railway Renewals and Replacement Fund	400,000	400,000	400,000	400,000
Total Working Expenses (exclusive of Pensions)	96,061,161	94,466,108	86,715,912	82,342,000
Pensions	4,944,573	4,870,488	4,796,690	4,657,306
TOTAL WORKING EXPENSES charged to Railway Revenue	101,005,734(b)	99,336,596(b)	91,512,602(b)	86,999,306
Percentage to Gross Revenue	101.46	99.09	98.61	100.11
Excess on Current Operations ... ..	...	915,990	1,293,240	...
Deficit on Current Operations	1,455,777	...	...	93,568
Interest charges, Exchange and Contribution to National Debt Sinking Fund	4,029,923	3,182,604	...	...
Net Revenue ... ..	...	...	1,293,240	...
Deficit	5,485,700	2,266,614	...	93,568

(a) For details see Appendix No. 9.

(b) For details see Appendix No. 4.

APPENDIX No. 3.

RECONCILIATION OF THE RAILWAY AND THE TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES, FOR THE YEAR 1965-66.

		REVENUE.			
		\$	c	\$	c
Revenue shown by the Railways	...	99,618,882	.32		
To bring this amount into agreement with the Treasury figures deduct—					
Outstanding at 30th June, 1966, not included in the Treasury figures	...	4,395,307	.20		
		<hr/>			
		95,223,575	.12		
and add—					
Outstandings at 30th June, 1965, collected in 1965-66 and therefore included by the Treasury in that year	...	4,449,291	.18		
		<hr/>			
Revenue as shown by the Treasury	...			99,672,866	.30

WORKING EXPENSES.

Working Expenses as shown by the Railways	...	101,151,127	.14		
Add—Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways and the Treasury.		4,030,673	.21		
		<hr/>			
		105,181,800	.35		
Less Deficit as shown by the Treasury	...	5,508,934	.05		
Working Expenses as shown by the Treasury	...			99,672,866	.30

RAILWAY POSITION SUMMARISED.

Revenue	...	99,618,882	.32
Working Expenses	...	101,151,127	.14
		<hr/>	
Loss on Current Operations	...	1,532,244	.82
Interest and Exchange Charges, Loan Conversion Expenses and Contribution to National Debt Sinking Fund.		4,030,673	.21
		<hr/>	
Deficit		5,562,918	.03

APPENDIX No. 4.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES)

	Year ended 30th June—			Year ended 30th June—	
	1966	1965		1966	1965
Average Miles of Single Track Open, including Sidings	5,848	5,877			
	\$	\$			
A.—MAINTENANCE OF WAY AND WORKS.			F.—TRAFFIC AND COMMERCIAL.		
Superintendence, Stationery, Printing and Advertising	2,131,127	2,103,534	General Superintendence, Stationery, Printing, Advertising, and Train Control Staff	2,856,606	2,705,614
Maintenance and Renewals of the Permanent Way Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c.	8,317,878	8,113,516	Station Yard and Signal Service—		
Slips and Flood Repairs	509,870	448,922	Salaries, Wages, &c., of Staff	18,922,139	18,482,216
Bridges, Tunnels, Culverts, Retaining Walls, Drains, Piers and Wharfs	12,142	14,844	Uniforms for Staff	104,374	117,236
Weighbridges, Scales, Lifting Cranes, &c.	728,821	609,854	Fuel, Light, other Supplies and Expenses	1,013,105	970,242
Electric Power Station Buildings, Masts and Fixtures	161,284	151,858	Guards, Conductors and other Trainmen—		
Other Buildings, Platforms and Fixtures	123,509	122,620	Wages, Expenses, Uniforms and Supplies	3,240,833	3,170,932
Stock Yards	3,316,785	3,026,940	Cleaning, Icing, Light, Supplies, &c., for Carriages	1,512,150	1,428,522
Water Services	102,206	85,276	Repairs and Renewals of Tarpaulins and Lashings	282,377	296,774
Machinery, Tools and Supplies	175,963	180,904	Injuries to Employees	128,670	132,106
Signals and Interlocking, Signal Boxes and Track Bonds	1,529,082	1,440,012	Gatekeeping, other Expenses, Loss and Damage to Property and Goods	391,549	309,760
Telegraph and Telephone Lines and Instruments	1,855,819	1,877,302	Road Motors—Domestic Service	53,546	49,998
Injuries to Employees or others	451,127	462,920			
Other Expenses	168,177	159,086			
Road Motors—Domestic Service	48,661	53,240			
	520	164			
	19,633,061	18,850,992	G.—ELECTRICAL ENGINEERING BRANCH.		
ROLLING STOCK.			General Superintendence, Stationery, Printing and Advertising	298,660	294,524
B.—GENERAL SUPERINTENDENCE, ETC.			Transmission and Distribution Systems, and Sub-stations	1,213,760	1,148,314
General Superintendence, Stationery, Printing and Advertising	332,964	345,414	Other Expenses and Injuries to Employees or others	31,717	29,648
			Other Operations	Cr. 169,008	Cr. 186,072
C.—MAINTENANCE OF ROLLING STOCK.			Electrical Energy Purchased	3,188,336	3,185,072
Locomotives—				4,563,465	4,471,486
Steam	1,064,747	1,304,662	H.—MISCELLANEOUS OPERATIONS.		
Diesel Electric	2,253,145	1,927,128	Dining Car Service	345,815	348,938
Electric	205,579	166,660	Refreshment Rooms Service	2,975,631	2,688,770
Coaching Stock—			Advertising Service	104,540	92,798
Electric	2,596,906	2,472,876	Bookstalls Service	952,120	816,418
Other	2,746,660	2,340,700			
Goods Stock	7,120,589	6,965,932	I.—STORES BRANCH.		
Rail Motors	765,019	733,608		1,426,374	1,406,320
Road Motors—Domestic Service	7,718	8,062			
	16,760,363	15,921,628	J.—GENERAL EXPENSES.		
			Commissioners' and Secretary's Offices	435,808	387,700
D.—MOTIVE POWER.			Accountancy Branch	1,081,660	1,067,714
Superintendence	575,147	578,820	Legal and Medical Expenses	169,733	137,426
Running Sheds, Labour and Supplies (Steam)	376,300	430,916	Stationery, Printing and Advertising	227,265	178,390
Running Sheds, Labour and Supplies (Diesel)	261,169	214,034	Sundry other General Charges	437,575	509,414
Drivers and Firemen (Steam)	1,379,987	1,986,156		2,343,041	2,280,844
Drivers and Firemen (Diesel)	3,385,258	2,838,478	K.—OTHER EXPENDITURE.		
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c. (Steam)	1,096,309	1,776,378	Contribution to the Railway Accident and Fire Insurance Fund	1,314,626	1,532,836
Fuel Oil &c., including Handling &c. (Diesel)	960,631	1,283,944	Commonwealth Payroll Tax	1,744,000	1,803,150
Oil, Tallow, Waste and other running supplies (Steam)	31,951	43,894	Service Grants	862,891	1,002,288
Oil, Tallow, Waste and other running supplies (Diesel)	141,295	139,622	Retiring Gratuities	309,995	346,284
Water and Other Expenses, Injuries to Employees or Others (Steam)	122,037	114,134	Long Service Leave	1,352,692	1,370,698
Electric Motormen, including Superintendence, Uniforms, Supplies, Injuries to Employees or Others	2,233,020	2,092,846	Payments to Commonwealth Government under the Railways Standardization Agreement—		
Rail Motor Operation	268,634	273,888	Principal	95,837	95,838
	10,831,738	11,773,110	Interest	224,898	229,796
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.			Contribution to Railway Renewals and Replacements Fund	400,000	400,000
Electric Service	264,638	238,304	Pensions	4,944,573	4,870,488
Other Services	807,123	792,796		11,249,512	11,645,372
	1,071,761	1,031,100	Working Expenses charged to Railway Revenue	101,005,734	99,336,596

APPENDIX No. 5.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965 (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars	Year Ended 30th June—							
	1966				1965			
	Average Miles Open for Traffic		Mile		Average Miles Open for Traffic		Miles	
			4,189				4,211	
	Traffic Train Mileage—				Traffic Train Mileage—			
	Passenger—				Passenger—			
	Country	4,737,955			Country	4,836,412		
	Suburban	8,458,071			Suburban	8,480,129		
	Goods		13,196,426		Goods		13,316,541	
			6,948,569				7,172,175	
	Total		20,144,595		Total		20,488,716	
	Journeys or Tonnage	Earnings	Per Average Mile Open	Per Train Mile	Journeys or Tonnage	Earnings	Per Average Mile Open	Per Train Mile
EARNINGS								
COUNTRY								
First Class Passengers	665,648	\$ 2,914,884	\$ 711.47	cents 61.52	Journeys 697,382	\$ 2,917,520	\$ 708.30	cents 60.33
Second Class Passengers	2,584,561	4,270,804	1,042.42	90.14	2,754,931	4,335,236	1,052.30	89.63
Periodical Tickets—								
First Class	218,136	88,816	21.68	1.88	202,444	79,494	19.30	1.64
Second Class	1,324,160	234,206	57.16	4.94	1,252,300	220,290	53.48	4.56
Total Country	4,792,505	7,508,710	1,832.73	158.48	4,907,057	7,552,540	1,833.58	156.16
SUBURBAN								
Daily Tickets	60,030,231	10,922,835	49,649.25	129.14	62,958,365	10,919,840	49,635.64	128.77
Periodical Tickets	84,301,932	9,331,455	42,415.70	110.33	81,887,764	8,917,454	40,533.88	105.16
Total Suburban	144,332,163	20,254,290	92,064.95	239.47	144,846,129	19,837,294	90,169.52	233.93
Total Passenger	149,124,668	27,763,000	6,627.59	210.39	149,753,186	27,389,834	6,504.36	205.68
Parcels		2,735,088	652.92	20.73		2,715,924	644.96	20.40
Mails		893,096	213.20	6.77		658,248	156.32	4.94
Miscellaneous		162,681	38.84	1.23		86,866	20.62	0.65
Total Parcels, &c...		3,790,865	904.96	28.73		3,461,038	821.90	25.99
Total Coaching		31,553,865	7,532.55	239.12		30,850,872	7,326.26	231.67
Goods	11,917,366	59,270,947	14,149.19	853.00	Tons 12,236,848	60,487,994	14,364.28	843.37
Live Stock	239,039	1,478,209	352.88	21.27	358,813	510.98	30.00	
Miscellaneous		692,373	165.28	9.96		721,784	171.40	10.06
Total Goods	12,156,405	61,441,529	14,667.35	884.23	12,595,661	63,361,526	15,046.66	883.43
Sale of Electrical Energy		699	.17	...		1,874	0.44	...
Rents		1,710,028	408.22	...		1,653,056	392.56	...
General Miscellaneous		202,957	48.45	...		171,746	40.78	...
Total Power, Rents and Miscellaneous		1,913,684	456.84	...		1,826,676	433.78	...
Dining Cars		242,618	57.92	...		229,014	54.40	...
Refreshment Rooms		3,102,806	740.70	...		2,829,194	671.86	...
Advertising		211,279	50.44	...		208,234	49.46	...
Bookstalls		1,053,593	251.51	...		919,542	218.36	...
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls		4,610,296	1,100.57	...		4,185,984	994.08	...
Total Earnings		99,519,374*	23,757.31	494.03		100,225,058*	23,800.78	489.17
WORKING EXPENSES								
	Expenditure	Per Average Mile Open	Per Train Mile	Expenditure	Per Average Mile Open	Per train Mile		
	\$	\$	cents	\$	\$	cents		
Maintenance of Way and Works	19,633,061	4,636.81	97.46	18,850,992	4,476.62	92.01		
Rolling Stock—								
General Superintendence, &c...	332,964	79.49	1.65	345,414	82.04	1.68		
Maintenance of Rolling Stock	16,760,363	4,001.04	83.20	15,921,628	3,790.96	77.71		
Locomotive Power	10,831,738	2,585.75	53.77	11,773,110	2,795.80	57.46		
Examination and Lubrication of Coaching and Goods Vehicles	1,071,761	255.85	5.32	1,031,100	244.86	5.03		
Traffic and Commercial	28,415,349	6,783.33	141.06	27,663,400	6,569.32	135.01		
Electrical Engineering Branch	4,563,465	1,089.39	22.65	4,471,486	1,061.86	21.83		
Miscellaneous Operations	4,378,106	1,045.14	21.73	3,946,924	937.28	19.27		
Stores Branch	1,426,374	340.50	7.08	1,406,324	333.96	6.87		
General Expenses	2,343,041	559.33	11.63	2,280,844	541.64	11.13		
Contribution to Railway Accident and Fire Insurance Fund	1,314,626	313.83	6.53	1,532,830	364.00	7.48		
Commonwealth Payroll Tax	1,744,000	416.33	8.66	1,803,150	428.20	8.80		
Service Grants	862,891	205.99	4.28	1,002,288	238.02	4.89		
Retiring Gratuities	309,995	74.00	1.54	340,284	80.80	1.66		
Long Service Leave	1,352,692	322.92	6.71	1,370,698	325.50	6.69		
Commonwealth Government Railways Standardization Agreement	320,735	76.57	1.59	325,634	77.32	1.59		
Contribution to Railway Renewals and Replacements Fund	400,000	95.49	1.99	400,000	94.98	1.95		
Pensions	4,944,573	1,180.37	24.55	4,870,488	1,156.62	23.77		
Total Working Expenses charged to Railway Revenue	101,005,734	24,112.13	501.40	99,336,596	23,589.78	484.83		

* Excludes Kerang—Koondrook Tramway Recoup by the Treasury, viz. \$30,583 for 1965/66, \$ 27,528 for 1964/65.

APPENDIX No. 5—*continued.*

PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure	Year ended 30th June—	
	1966	1965
	per cent.	per cent.
Maintenance of Way and Works	19.44	18.98
Rolling Stock—		
General Superintendence, &c.	0.33	0.35
Maintenance of Rolling Stock	16.60	16.03
Locomotive Power	10.73	11.85
Examination and Lubrication of Coaching and Goods Vehicles...	1.06	1.04
Traffic and Commercial	28.14	27.85
Electrical Engineering Branch	4.52	4.50
Miscellaneous Operations	4.34	3.97
Stores Branch	1.41	1.42
General Expenses	2.32	2.30
Contributions to Railway Accident and Fire Insurance Fund	1.30	1.54
Commonwealth Payroll Tax	1.73	1.82
Service Grants	0.85	1.01
Retiring Gratuities	0.30	0.34
Long Service Leave	1.34	1.38
Commonwealth Government Railways Standardization Agreement	0.32	0.33
Contribution to Railway Renewals and Replacements Fund	0.40	0.40
Pensions	4.87	4.90
	100.00	100.00

APPENDIX No. 6.

STATEMENT SHOWING THE COST OF EACH LINE (INCLUDING WORKS AND EQUIPMENT THEREON), AND OF ROLLING STOCK, STORES AND MATERIALS, ETC., AT 30th JUNE, 1966.

(As from 1st July, 1937, \$60,000,000 of Loan Liability was transferred to the State's General Account (*vide* Act 4429 of 1936). Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38. The figures shown in this statement are the costs as written down by \$60,000,000 and by the depreciation since 1st July, 1937).

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
LINES OPEN FOR TRAFFIC							
RAILWAYS							
		Miles	Miles	Miles	Feet	Feet	\$
10.2.1859 } 21.10.1862 } 19.9.1864 }	Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	26,418,458
4.7.1876 } 4.7.1876 }	Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca) ...	2.60	53.77	56.37	758	314	1,713,574
	(a) Deniliquin to Moama ...	0.30	43.76	44.06	...	...	396,809
29.12.1878	Moama to Echuca (including portion of cost of Echuca bridge) ...	...	1.06	1.06	...	...	30,023
	Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ...	...	...	...	...	...	37,256
26.3.1926	Barnes to Balranald ...	...	119.62	119.62	326	206	1,155,188
1.10.1888 } 22.8.1890 } 16.2.1880 } 17.3.1880 }	Heathcote Junction to Heathcote ...	...	42.72	42.72	1,450	526	342,589
	Carlsruhe to Daylesford ...	...	22.55	22.55	2,469	1,791	270,665
19.1.1887 } 7.7.1874 }	Newlyn to North Creswick ...	...	8.86	8.86	2,292	1,429	98,198
6.10.1874 } 3.9.1878 }	Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1,113,548
23.12.1878 } 26.1.1882 } 22.4.1882 }	Dunolly to St. Arnaud (including cost of Carapooce ballast pits tramway) ...	0.28	32.73	33.01	943	611	678,648
	St. Arnaud to Donald ...	...	23.86	23.86	868	374	668,774
28.3.1893 } 18.9.1899 } 15.1.1903 }	Donald to Birchip ...	...	32.30	32.30	394	330	615,106
27.10.1903 } 4.7.1910 } 27.6.1925 } 11.4.1924 }	Birchip to Woomelang ...	...	26.45	26.45	351	260	344,415
30.10.1925 } 16.6.1931 } 12.5.1942 }	Woomelang to Mildura ...	...	110.15	110.15	234	128	1,810,028
20.11.1888 } 25.6.1912 } 25.6.1912 }	Mildura to Merbein ...	...	6.92	6.92	186	126	25,470
	Merbein to Yelta ...	...	5.87	5.87	184	116	50,489
16.6.1884 } 24.3.1891 } 7.7.1874 }	Red Cliffs to Werrimull ...	...	35.40	35.40	226	138	186,361
2.2.1875 } 11.8.1881 } 1.10.1888 }	Werrimull to Meringur ...	...	15.23	15.23	303	193	87,258
19.9.1876 } 8.11.1876 }	Meringur to Morkalla ...	...	9.64	9.64	234	111	48,955
15.4.1882 } 20.4.1883 }	(b) Nowingi towards Millewa South ...	...	15.69	15.69	160	110	100,774
1.10.1883 } 8.3.1895 }	Dunolly to Inglewood ...	...	24.24	24.24	794	457	194,100
29.6.1914 } 28.5.1919 }	Ouyen to Cowangie ...	...	56.39	56.39	351	137	228,204
16.6.1920 } 21.4.1887 } 2.7.1883 }	Cowangie to Murrayville ...	...	11.44	11.44	218	146	39,549
7.8.1894 } 1.3.1900 }	Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	73,761
1.7.1909 } 28.1.1914 }	Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	85,774
8.3.1921 } 5.6.1924 }	Maryborough to Ballarat ...	0.41	41.31	41.72	1,525	732	732,453
15.12.1882 } 25.10.1884 }	Waubra Junction to Ballarat Racecourse ...	...	2.10	2.10	1,508	1,466	10,318
30.5.1890 }	Waubra Junction to Waubra ...	...	13.74	13.74	1,533	1,341	86,532
	Maryborough to Avoca ...	...	14.93	14.93	885	721	77,901
	Bendigo to Inglewood ...	0.68	28.25	28.93	779	433	683,470
	Inglewood to Charlton ...	...	42.82	42.82	639	422	867,830
	Charlton to Wycheproof ...	...	16.48	16.48	521	356	455,759
	Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	165,913
	Sea Lake to Nandaly ...	...	17.68	17.68	265	172	57,552
	Nandaly to Kulwin ...	...	19.68	19.68	256	148	111,332
	Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	17,792
	Korong Vale to Boort ...	...	17.75	17.75	459	296	250,033
	Boort to Quambatook ...	...	21.96	21.96	429	287	347,693
	Quambatook to Ultima ...	...	30.23	30.23	371	256	363,580
	Ultima to Chillingollah ...	...	20.17	20.17	263	164	69,519
	Chillingollah to Manangatang ...	...	18.46	18.46	245	169	51,387
	Manangatang to Annuello ...	...	14.44	14.44	200	172	98,682
	Annuello to Robinvale ...	...	19.65	19.65	250	173	145,125
	Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1,387,317
	Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	908,303
	Carried forward ...	105.54	1,265.79	1,371.33	...	...	43,702,465

(a) Taken over by this Department on 1.12.1923

(b) Line operated by the Brunswick Plaster Mills.

APPENDIX No. 6—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
		Miles	Miles	Miles	Feet	Feet	\$
	LINES OPEN FOR TRAFFIC—<i>continued.</i>						
	Brought forward	105.54	1,265.79	1,371.33	...	...	43,702,465
26.12.1924	(a) Kerang to Koondrook ... ..	...	14.00	14.00	...	...	14,454
27.5.1915	Swan Hill to Piangil ... ..	...	27.39	27.39	291	216	85,965
24.3.1920	Piangil to Kooloonong ... ..	...	15.87	15.87	243	199	101,705
10.11.1915	Elmore to Cohuna ... ..	...	57.09	57.09	438	264	167,715
1.7.1929	Albion to Broadmeadows	8.58	...	8.58	398	137	1,306,628
17.1.1859	Footscray to Williamstown (including cost of tracks on piers at Williamstown)	5.50	0.37	5.87	66	8	6,528,633
24.9.1887	Newport to Sunshine	0.95	3.34	4.29	110	48	786,419
25.6.1857	Newport to Geelong (including cost of Williamstown Racecourse branch and tracks on Geelong pier)	11.58	27.62	39.20	113	10	5,139,588
6.4.1885							
1.10.1924	Williamstown Racecourse Junction to Altona Beach ... ..	...	1.85	1.85	...	...	130,642
15.11.1876	Geelong to Colac ... ..	...	50.27	50.27	469	10	1,850,336
27.7.1877							
2.7.1883	Colac to Camperdown ... ..	...	28.11	28.11	569	405	1,118,495
23.4.1887	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ... ..	...	42.71	42.71	550	13	1,947,978
4.2.1890							
4.2.1890	Warrnambool to Koroit ... ..	...	9.36	9.36	245	19	176,236
4.2.1890	(b) Koroit to Port Fairy ... ..	...	11.05	11.05	208	11	235,862
21.5.1879	Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20.72	20.72	264	10	163,928
5.4.1892	Timboon Junction to Timboon ... ..	...	22.32	22.32	673	52	146,522
4.2.1890	Terang to Mortlake ... ..	...	12.16	12.16	447	414	85,550
11.4.1862	North Geelong to Ballarat (including cost of North Geelong Loop Line)	4.65	49.53	54.18	1,725	46	3,446,417
9.9.1918	North Geelong to Fyansford ... ..	...	2.93	2.93	212	56	3,615
11.8.1874	Ballarat to Ararat	4.34	52.95	57.29	1,517	950	2,758,242
7.4.1875							
15.2.1876	Ararat to Stawell ... ..	...	18.85	18.85	1,086	761	828,932
14.4.1876	Stawell to Horsham	1.18	52.26	53.44	761	423	1,537,773
17.12.1878							
5.2.1879	Horsham to Dimboola	0.36	21.10	21.46	477	361	742,418
1.7.1882							
19.1.1887	Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton)	1.35	61.87	63.22	631	315	2,263,526
2.4.1884	Sunshine to Parwan	0.15	21.50	21.65	466	119	1,149,440
1.4.1886							
22.12.1886	Parwan to Gordon ... ..	...	27.46	27.46	1,877	341	1,729,249
16.2.1887							
7.5.1879	Gordon to Warrenheip ... ..	...	12.87	12.87	1,940	1,707	618,401
8.8.1913	Gheringhap to Maroona ... ..	...	99.76	99.76	978	193	2,385,543
15.11.1886	Ballarat Cattle-yards Branch ... ..	...	2.92	2.92	1,523	1,446	22,288
1.8.1883	Scarsdale Junction to Scarsdale ... ..	...	13.12	13.12	1,516	1,157	71,920
10.10.1890	Scarsdale to Linton	0.19	7.78	7.97	1,189	1,022	111,606
17.1.1916	Linton to Skipton ... ..	...	12.75	12.75	1,383	944	58,862
24.4.1877	Ararat to Hamilton (including cost of Ripon Ballast Crushing plant)	1.28	64.78	66.06	1,028	572	1,443,237
29.10.1877							
19.12.1877	Hamilton to Portland (including cost of sidings to piers at Portland)	0.24	53.58	53.82	606	11	619,291
22.8.1890	Penshurst to Koroit ... ..	...	33.12	33.12	725	207	146,443
22.8.1890	Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ... ..	...	18.10	18.10	727	590	86,590
20.11.1888	Hamilton (Coleraine Junction) to Coleraine ... ..	...	23.01	23.01	668	301	134,881
1.5.1961	Hamilton to Hamilton Stock Yards ... ..	...	0.91	0.91	...	...	83,132
1.11.1915	Hamilton to Cavendish ... ..	...	14.26	14.26	794	577	53,918
17.12.1917	Cavendish to Toolondo ... ..	...	43.74	43.74	864	558	267,950
19.11.1920							
15.2.1884	Braxholme to Casterton ... ..	...	32.09	32.09	572	149	207,821
1.9.1884	Heywood to Puralka (Mumbannar) ... ..	...	38.51	38.51	422	85	209,293
20.6.1916							
28.11.1917	(c) Railways from Mumbannar and Murrayville to South Australian border in connexion with railways to Mount Gambier and Pinnaroo ... ..	...	18.18	18.18	351	192	92,400
29.7.1915							
28.11.1917							
	Carried forward	145.89	2,407.95	2,553.84	...	...	84,762,309

(a) Taken over by this Department on 1st February, 1952. (b) Siding to Wharf at Port Fairy closed 15th October, 1954.

(c) The expenditure shown is portion only of the cost, the balance having been borne by the South Australian Government.

APPENDIX No. 6—continued.

STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—continued.

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark.		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC—continued.	Miles	Miles	Miles	Feet	Feet	\$
	Brought forward	145.89	2,407.95	2,553.84	...	...	84,762,309
1.6.1887	Lubeck to Rupanyup ... ..	...	9.77	9.77	487	455	49,237
15.6.1909	Rupanyup to Marnoo ... ..	...	15.33	15.33	494	450	16,312
25.7.1927	Marnoo to Bolangum ... ..	...	6.40	6.40	579	495	49,412
12.5.1886	Murtoa to Warracknabeal ... ..	...	31.20	31.20	464	360	332,225
5.1.1893	Warracknabeal to Baulah ... ..	...	21.92	21.92	359	288	86,443
6.3.1894	Baulah to Hopetoun ... ..	...	16.01	16.01	290	258	68,729
6.5.1925	Hopetoun to Patchewollock ... ..	...	26.96	26.96	279	218	164,895
25.8.1887	Horsham to Noradjuha ... ..	...	19.95	19.95	488	395	109,876
24.9.1912	Noradjuha to Toolondo ... ..	...	11.24	11.24	560	475	34,578
31.7.1894	East Natimuk to Goroke ... ..	...	28.64	28.64	624	394	60,497
3.5.1927	Goroke to Carpolac ... ..	...	9.05	9.05	537	462	74,004
19.6.1894	Dimboola to Jeparit ... ..	...	21.59	21.59	387	268	51,099
2.11.1899	Jeparit to Rainbow ... ..	...	18.47	18.47	388	263	38,569
26.6.1914	Rainbow to Yaapeet ... ..	...	10.59	10.59	294	237	30,225
10.12.1912	Jeparit to Lorquon ... ..	...	13.68	13.68	395	271	34,863
27.6.1916	Lorquon to Yanac ... ..	...	18.38	18.38	473	355	50,999
21.10.1860	Essendon Junction to Essendon (including cost of	...	...	...	...	...	...
30.11.1867	Flemington Racecourse Branch)	5.00	...	5.00	148	14	993,590
18.4.1872	Essendon to Wodonga (including line from	...	...	...	...	...	...
21.11.1873	Benalla to Oil Sidings)	181.99	0.96	182.95	1,147	105	10,150,405
31.10.1927	Bowser to Peechelba ... ..	...	12.32	12.32	503	461	96,969
14.6.1883	(a) Wodonga to River Murray (including portion	...	...	...	...	...	...
	of cost of bridge over River Murray)	1.94	...	1.94	538	312	699,390
9.9.1884	North Melbourne to Coburg	5.07	...	5.07	202	13	1,417,822
8.10.1889	(b) Coburg to Somerton	1.89	5.27	7.16	530	202	1,177,809
8.5.1888	Royal Park Junction to Clifton Hill	0.42	1.52	1.94	136	103	728,172
8.5.1888	Fitzroy Branch ... ..	...	0.89	0.89	119	85	132,397
8.10.1889	Whittlesea Junction to Epping	6.44	2.86	9.30	639	119	1,348,547
23.12.1889		...	...	...	...	...	...
5.12.1904	Northcote Loop Line	0.13	...	0.13	128	119	71,310
16.11.1883	Tallarook to Yea ... ..	...	23.69	23.69	698	488	289,274
12.11.1889	Yea to Mansfield and Koriella ... ..	...	55.82	55.82	1,304	557	544,600
6.10.1891		...	...	...	...	...	...
28.10.1909	Koriella to Alexandra ... ..	...	4.32	4.32	922	716	60,470
13.1.1880	Mangalore to Shepparton	0.29	44.96	45.25	499	372	1,569,057
1.9.1881	Shepparton to Numurkah	2.14	18.61	20.75	377	348	450,671
1.10.1888	Numurkah to Cobram	0.13	21.54	21.67	376	355	204,380
1.9.1890	Murchison East to Rushworth ... ..	...	12.81	12.81	476	391	105,335
26.8.1914	Rushworth to Colbinabbin	0.58	12.24	12.82	510	363	59,163
15.5.1917	Rushworth to Girgarre ... ..	...	13.54	13.54	516	347	68,790
13.1.1880	Toolamba to Tatura ... ..	...	6.83	6.83	385	371	384,958
19.8.1887	Tatura to Echuca ... ..	...	34.07	34.07	377	320	369,877
1.10.1888	Shepparton to Dookie ... ..	...	14.84	14.84	500	372	119,818
22.11.1892	Dookie to Katamatite ... ..	...	17.02	17.02	490	383	95,388
1.10.1888	Numurkah to Nathalia ... ..	...	13.79	13.79	356	335	115,386
15.12.1896	Nathalia to Picola ... ..	...	6.75	6.75	335	325	46,969
28.2.1905	Strathmerton to 8 miles 23 chains ... ..	...	8.20	8.20	390	358	199,370
9.7.1908	8 miles 23 chains to Tocumwal ... ..	...	2.07	2.07	372	365	145,527
3.9.1883	Benalla to St. James ... ..	...	20.33	20.33	583	450	518,439
6.5.1886	St. James to Yarrawonga ... ..	...	19.86	19.86	514	414	410,698
15.8.1938	Yarrawonga to Oaklands ... ..	...	38.20	38.20	488	412	393,489
7.7.1875	Bowser to Beechworth ... ..	...	22.26	22.26	1,831	502	321,715
30.9.1876		...	...	...	...	...	...
17.12.1883	Everton to Myrtleford ... ..	...	16.56	16.56	989	581	170,355
17.10.1890	Myrtleford to Bright ... ..	...	18.54	18.54	1,004	688	267,351
29.1.1879	Springhurst to Wahgunyah ... ..	...	13.95	13.95	623	454	126,838
10.9.1889	Wodonga to Tallangatta ... ..	...	27.02	27.02	726	530	366,899
24.7.1891		...	...	...	...	...	...
13.6.1916	Tallangatta to Cudgewa ... ..	...	42.33	42.33	2,580	625	711,416
5.5.1921		...	...	...	...	...	...
23.11.1891	Spencer-street to Flinders-street	0.76	...	0.76	33	17	1,968,120
13.9.1854	Flinders-street to Port Melbourne	...	...	...	...	...	...
	(including cost of tracks on piers	...	...	...	...	...	...
	at Port Melbourne) ... ..	...	...	...	...	...	...
13.5.1857	Flinders-street to St. Kilda ... ..	...	...	...	...	...	...
8.2.1859	Princes-bridge to Richmond ... ..	...	...	...	...	...	...
12.12.1859	Richmond to Cremorne	16.62	...	16.62	53	9	12,740,089
19.12.1859	Windsor to North Brighton ... ..	...	...	...	...	...	...
24.9.1860	Richmond to Picnic Station ... ..	...	...	...	...	...	...
22.12.1860	Cremorne to Windsor ... ..	...	...	...	...	...	...
13.4.1861	Picnic Station to Hawthorn ... ..	...	...	...	...	...	...
21.12.1861	North Brighton to Brighton Beach ... ..	...	...	...	...	...	...
	Carried forward	369.29	3,241.10	3,610.39	...	...	125,655,125

(a) The balance of the cost of the bridge has been borne by the New South Wales Government.

(b) Fawkner to Upfield re-opened on 17.8.59.

Upfield to Somerton re-opened on 19.7.59.

APPENDIX No. 6—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—*continued.*

Date of Opening	Lines	Length of Lines open for Traffic			Height of Rail-level above Low-water Mark		Cost (Less Depreciation)
		Double and over	Single	Total	Highest	Lowest	
	LINES OPEN FOR TRAFFIC— <i>continued.</i>	Miles	Miles	Miles	Feet	Feet	\$
	Brought forward	369.29	3,241.10	3,610.39	...	...	125,655,125
21.10.1901	Princes-bridge to Collingwood	2.22	...	2.22	85	23	519,239
8.5.1888	Collingwood to Heidelberg	3.79	1.70	5.49	196	68	1,473,621
5.6.1902	Heidelberg to Eltham	1.88	6.47	8.35	303	110	1,218,596
25.6.1912	Eltham to Hurstbridge ... ..	...	6.64	6.64	248	116	433,329
2.9.1887	Brighton Beach to Sandringham	2.20	...	2.20	58	20	237,824
2.4.1879	South Yarra to Oakleigh	7.05	...	7.05	184	22	2,122,772
1.6.1877	Oakleigh to Sale (including cost of siding to Sale wharf)	68.38	49.84	118.22	513	8	21,532,056
8.10.1887							
11.1.1922	Sale to Stratford Junction ... ..	...	8.97	8.97	64	33	114,741
24.3.1890	Oakleigh to Fairfield (from Ashburton to Riversdale, including the Riversdale Loop, and from Fairfield to 30 chains 48 links)	2.79	0.49	3.28	249	108	1,812,578
24.3.1891							
28.6.1948	Ashburton to Alamein ... ..	...	0.50	0.50	...	...	66,373
19.12.1881	Canfield to Frankston	19.85	0.03	19.88	166	10	3,501,233
1.8.1882	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ... ..	...	18.99	18.99	327	10	142,467
1.10.1888							
13.1.1892	Baxter to Mornington ... ..	...	7.67	7.67	194	60	94,462
10.9.1889	Dandenong Junction to Alberton	1.45	111.54	112.99	746	11	2,098,967
1.10.1888	Nyora to Woolamai ... ..	...	15.56	15.56	410	58	148,489
13.1.1892							
9.5.1910	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ... ..	...	13.87	13.87	233	14	222,515
28.10.1892	Korumburra to Coal Creek ... ..	...	0.98	0.98	735	630	8,244
8.2.1921	Alberton to Yarram ... ..	...	3.63	3.63	213	33	127,650
16.12.1921	Moe to Yallourn ... ..	...	4.26	4.26	252	215	739,139
25.5.1960							
10.4.1885	Morwell to North Mirboo ... ..	...	20.17	20.17	784	184	218,356
7.1.1886	Traralgon to Heyfield ... ..	...	22.06	22.06	262	93	303,860
13.11.1883							
18.3.1887	(a) Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	1,062,197
8.5.1888	Bairnsdale to Orbost ... ..	...	60.24	60.24	423	23	938,192
10.4.1916	Burnley to Darling	4.40	...	4.40	185	101	1,601,847
24.3.1890	Darling (near) (cost of bridge over Winton-road and associated works) ... ..	...	...	...	...	...	16,140
3.2.1929							
3.2.1929	Darling (near) to Glen Waverley	5.84	...	5.84	...	...	2,824,070
5.5.1930	Hawthorn to Lilydale	13.30	6.42	19.72	484	41	7,896,923
3.4.1882							
1.12.1882	Lilydale to Healesville	0.26	15.11	15.37	351	230	301,997
15.5.1888	Ringwood to Upper Ferntree Gully	3.13	4.31	7.44	436	314	1,508,482
1.3.1889							
4.12.1889	(b) Belgrave to Lakeside ... ..	...	8.48	8.48	...	...	2,218
21.7.1962	South Kensington to West Footscray	2.19	0.25	2.44	86	14	1,106,149
21.10.1928	Melbourne to Essendon Junction ... ..	...	...	...	...	...	12,593,464
	Refreshment Services Buildings ... ..	...	...	...	...	...	53,778
	Heavy Way and Works Plant and Equipment (General) ... ..	...	...	...	...	...	2,107,395
	Level Crossing, Safety Facilities (including purchase of land) ... ..	...	...	...	...	...	4,838,134
	Uniform Railway gauge ... ..	...	...	...	...	...	32,253,999
	Cost of Way, Works, Buildings and Equipment ... ..	...	...	...	...	...	231,896,621
	Total mileage open for traffic at 30th June, 1966	508.54	3,702.55	4,211.09	...	...	...
	ROLLING STOCK—						
	Broad-gauge ... ..	...	...	...	...	...	93,467,958
	Narrow-gauge ... ..	...	...	...	...	...	10,861
	Uniform gauge ... ..	...	...	...	...	...	6,807,811
	Total ... ..	...	...	...	...	...	100,286,630
	TOTAL COST (LESS DEPRECIATION) OF RAILWAYS ... ..	...	...	...	...	...	332,183,251
	Carried forward ... ..	...	...	...	...	...	332,183,251

(a) Portion of siding beyond 171 miles 56 chains has been dismantled.

(b) 2 ft 6 in. Gauge.

APPENDIX No. 6—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE, ETC.—*continued.*

										Cost (Less Depreciation) \$
Brought forward										332,183,251
ROAD MOTOR PUBLIC SERVICES										
Garage, Buildings and Equipment	...	...	...	...	...	...	...	...	...	38,584
Road Motor Coaches and Trucks	...	...	...	...	...	...	...	...	...	22,275
Total Road Motors	...	...	...	...	...	...	...	...	...	60,859
LINES UNDER CONSTRUCTION										
(a) Euston to Letto (including portion of cost of bridge over River Murray)	...	...	...	...	...	...	...	...	...	228,278
Tottenham to Brooklyn	...	...	...	...	...	...	...	...	...	738,068
Upper Ferntree Gully to Belgrave	...	...	...	...	...	...	...	...	...	1,563,001
Total	...	...	...	...	...	...	...	...	...	2,529,347
EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES										
(a) Mildura and Abbotsford—Portion of cost of bridges over River Murray	...	...	...	...	...	...	...	...	...	42,562
(b) Orbost—Snowy River bridge	...	...	...	...	...	...	...	...	...	16,546
Total	...	...	...	...	...	...	...	...	...	59,108
Surveys General	...	...	...	...	...	...	...	...	...	78,542
" Uniform Railway Gauge (Melbourne to Albury)	...	...	...	...	...	...	...	...	...	26,453
Total	...	...	...	...	...	...	...	...	...	104,995
Carried forward										334,937,560

(a) The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.

(b) The cost shown represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board.

NOTE.—Tracks on piers and wharves, and to ballast pits, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 15.

APPENDIX No. 6—*continued.*STATEMENT SHOWING THE COST, ETC., OF EACH LINE ETC.—*continued.*

Date of Closing	Lines	Length of Lines Closed for Traffic			Cost (Loss Depreciation)
		Double and over	Single	Total	
	LINES CLOSED FOR TRAFFIC SINCE 1st JULY, 1937.	Miles	Miles	Miles	\$
	Brought Forward ... ..	...	...	...	334,937,560
1.1.41	Welshpool to Welshpool Jetty (dismantled) ... ..	...	3.23	3.23	131
28.2.47	Ballarat East to Buninyong (dismantled) ... ..	...	6.25	6.25	8,492
1.7.47	Benalla to Tatong (dismantled) ... ..	...	17.04	17.04	—
1.7.48	Burrumbeet Racecourse Junction to Burrumbeet Racecourse (dismantled)	...	1.13	1.13	—
20.10.48	Moriac to Wensleydale (dismantled) ... ..	...	10.92	10.92	1,082
14.2.49	Alberton to Port Albert (dismantled) ... ..	...	4.20	4.20	—
29.3.49	Stawell to Grampians (dismantled) ... ..	...	15.84	15.84	—
15.4.50	Bayles to Yannathan (dismantled) ... ..	...	6.50	6.50	—
4.9.51	Jumbunna to Outtrim (dismantled) ... ..	...	2.40	2.40	1,814
4.9.51	Bungaree Junction to Racecourse Reserve (dismantled)	...	1.53	1.53	—
10.5.51	Black Diamond Junction to Black Diamond (dismantled)	...	1.52	1.52	1,496
19.12.51	Springvale Cemetery Line (dismantled) ... ..	...	1.60	1.60	792
16.7.52	Maffra to Briagolong (partly dismantled) ... ..	...	11.79	11.79	—
14.10.52	Erica to Walhalla (partly dismantled) ... ..	...	3.57	3.57	—
25.5.53	Yarram to Won Wron (dismantled) ... ..	...	8.42	8.42	—
25.5.53	Won Wron to Woodside (dismantled) ... ..	...	9.68	9.68	1,070
1.7.53	Bittern to Red Hill (dismantled) ... ..	...	9.91	9.91	410
28.7.53	Daylesford Junction to Newlyn (dismantled) ... ..	...	14.25	14.25	—
1.10.53	Korumburra (Jumbunna Junction) to Jumbunna (dismantled)	...	3.74	3.74	1,596
12.10.53	Wangaratta to Whitfield (dismantled) ... ..	...	30.49	30.49	—
18.11.53	Irrewarra to Beeac (dismantled) ... ..	...	8.70	8.70	—
18.11.53	Beeac to Newtown (dismantled) ... ..	...	34.95	34.95	—
24.2.54	Ben Nevis to Navarre (dismantled) ... ..	...	22.87	22.87	—
30.4.54	Lakeside to Gembrook (dismantled) ... ..	...	6.68	6.68	—
25.6.54	Moe to Erica (dismantled) ... ..	...	18.49	18.49	—
29.6.54	Redesdale Junction to Redesdale (dismantled) ... ..	...	16.25	16.25	5,414
2.7.54	Beechworth to Yackandandah (dismantled) ... ..	...	12.84	12.84	4,156
10.12.54	Weeaprounah to Crowes (partly dismantled) ... ..	...	9.90	9.90	—
18.12.54	Colac to Alvie (dismantled) ... ..	...	8.76	8.76	—
13.8.56	Clarkefield to Lancefield (dismantled) ... ..	...	14.50	14.50	—
4.3.57	Birregurra to Forrest (dismantled) ... ..	...	19.80	19.80	—
31.3.57	Hernes Oak to Yallourn (dismantled) ... ..	...	2.45	2.45	—
13.5.57	Hawthorn to Kew (dismantled) ... ..	...	0.96	0.96	7,974
6.8.57	Kooloonong to Yungera ... ..	...	6.71	6.71	—
1.10.58	Warragul to Neerim South (dismantled) ... ..	...	13.49	13.49	4,087
1.10.58	Neerim South to Noojee (dismantled) ... ..	...	14.01	14.01	11,602
3.12.58	Heathcote to Bendigo (dismantled) ... ..	...	25.10	25.10	—
4.12.58	Moe to Thorpdale (dismantled) ... ..	...	10.67	10.67	9,407
4.2.59	Koo-wee-rup to Bayles (dismantled) ... ..	...	4.50	4.50	6,643
8.7.59	Avoca to Ararat ... ..	...	39.04	39.04	32,089
29.11.59	Epping to Whittlesea ... ..	...	13.70	13.70	70,908
1.7.62	Colac to Weeaprounah (partly dismantled)	0.21	33.66	33.87	14,757
5.2.64	Kerang to Murrabit ... ..	...	16.11	16.11	106,330
5.2.64	Murrabit to Stony Crossing ... ..	...	38.59	38.59	320,658
2.5.65	North Fitzroy to Rushall	0.27	0.18	0.45	—
21.5.65	North Fitzroy to Northcote Loop ... ..	...	0.16	0.16	—
29.7.65	Lilydale to Warburton ... ..	...	23.97	23.97	161,466
	Electric Tramways				
5.11.56	Sandringham to Black Rock (dismantled)	2.21	0.21	2.42	—
1.1.57 } 1.7.57 } 28.2.59 }	St. Kilda to Brighton (dismantled)	5.18	...	5.18	—
	Total ... ..	...	...	...	772,374
	Total mileage closed for traffic since 1st July, 1937	7.87	581.26	589.13	
	Cost of Railways, Electric Tramways, Road Motor Public Services, Railways Under Construction, and Works Pending Construction of Lines and Surveys ... ..	...	...	...	335,709,934
	Stores and Materials on hand and in transit ... ..	...	...	...	7,005,591
	Stores and Equipment on hand at Refreshment Rooms ... ..	...	...	...	779,080
	Materials in course of manufacture ... ..	...	...	...	433,133
	Total ... ..	...	...	...	8,217,804
	TOTAL COST ... ..	...	...	...	343,927,738

APPENDIX No. 7.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30th JUNE, 1966.
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION *		ROLLING STOCK				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE				
			Cost of Open Lines (including Rolling Stock and Stores and Materials)	Average Cost per mile Open at End of Year	Locomotives.	Passenger Carriages.	Wagons.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock	Total	Per Average Mile Open	Per Traffic Train Mile
			\$	\$	Number	Number	Number	Number				\$	\$	\$	\$	cents
1951-52	4,694	4,687	204,835,306	43,638	648	1,771	22,472	1,074	16,972,801	165,130,762	9,204,510	† 25,254,882	26,923,982	† 52,178,864	11,132	307.42
1952-53	4,660	4,687	215,258,068	46,192	636	1,779	23,095	1,071	17,690,216	162,856,992	9,191,615	† 28,562,280	38,760,942	† 67,323,222	14,392	380.56
1953-54	4,482	4,678	225,775,036	50,374	607	1,772	22,589	1,057	18,302,906	166,105,399	9,200,583	† 29,965,444	45,309,426	† 75,274,870	16,458	411.27
1954-55	4,451	4,574	240,932,502	54,130	589	1,767	22,140	1,038	18,740,182	169,203,820	10,032,214	† 30,848,806	48,833,772	† 79,682,578	17,874	425.19
1955-56	4,445	4,458	254,615,454	57,282	560	1,793	22,097	1,031	18,634,700	166,708,541	9,606,783	† 28,814,556	45,269,092	† 74,083,648	16,648	397.56
1956-57	4,408	4,450	264,961,772	60,110	548	1,831	22,312	1,029	18,544,051	167,404,861	9,380,699	† 30,504,508	44,221,000	† 74,725,508	16,888	402.96
1957-58	4,401	4,425	280,230,788	63,674	543	1,867	22,176	1,063	18,353,472	167,661,724	8,891,859	† 30,234,402	41,698,318	† 71,932,720	16,344	391.93
1958-59	4,333	4,402	290,850,378	67,124	503	1,834	22,043	1,117	18,426,495	163,484,061	9,295,015	† 32,075,716	44,251,644	† 76,327,360	17,518	414.23
1959-60	4,290	4,357	308,796,768	71,948	509	1,817	22,187	1,130	18,281,683	158,293,976	9,687,445	† 32,644,374	45,751,894	† 78,396,268	18,266	428.82
1960-61	4,291	4,292	328,518,854	76,560	479	1,793	22,308	1,142	18,231,555	149,928,735	10,976,508	† 32,831,452	53,163,710	† 85,995,162	20,046	471.68
1961-62	4,291	4,290	350,633,710	81,714	459	1,839	22,200	1,190	18,902,419	152,767,611	10,350,291	† 33,676,748	51,466,656	† 85,143,404	19,842	450.43
1962-63	4,265	4,265	361,375,138	84,730	444	1,806	22,262	1,160	19,476,682	152,726,637	10,840,888	† 33,827,864	53,077,874	† 86,905,738	20,376	446.20
1963-64	4,211	4,242	371,085,364	88,122	466	1,803(a)	22,725(b)	1,174	20,113,442	153,395,722	12,132,015	† 34,074,996	58,730,846	† 92,805,842	21,878	461.41
1964-65	4,211	4,211	381,181,880	90,520	461	1,797(a)	22,809(b)	1,191	20,488,716	149,753,186	12,595,661	† 36,891,060	63,361,526	† 100,252,586	23,808	489.31
1965-66	4,187	4,189	391,529,433	93,511	445	1,806(a)	22,803(b)	1,193	20,144,595	149,124,668	12,156,405	† 38,108,428	61,441,529	† 99,549,957	23,765	494.17

* As from 1.7.37, the ledger values of capital assets were written down by \$60,000,000 following the passing of the *Railways (Finances Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down. The depreciation which accrued in each year from and including 1937-38, however, has been deducted from the original cost and the expenditure out of the Railway Renewals and Replacements Fund in those years has been included.

† Includes \$3,501,492 for 1951-52, \$3,589,670 for 1952-53, \$3,861,816 for 1953-54, \$4,282,582 for 1954-55, recoup from Treasury to offset interest &c., payments; also includes \$60,138 for 1954-55, \$20,012 for 1955-56, \$20,712 for 1956-57, \$24,720 for 1957-58, \$27,736 for 1958-59, \$16,892 for 1959-60, \$21,352 for 1960-61, \$29,132 for 1961-62, \$28,486 for 1962-63, \$27,220 for 1963-64, \$27,528 for 1964-65 and \$30,583 for 1965-66 Kerang and Koondrook Tramway Recoup. These items have been excluded from Gross Revenue in computing percentages of expenditure to gross revenue.

Includes Privately Owned Vehicles (a) 1 No. (b) 397 No. for 1963-64 (a) 1 No. (b) 395 No. for 1964-65 (a) 4 No. (b) 391 No. for 1965-66.

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1966.
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year	EXPENDITURE: TRAFFIC AND COMMERCIAL BRANCHES			EXPENDITURE: WAY AND WORKS BRANCH				EXPENDITURE: ROLLING STOCK BRANCH						GENERAL EXPENSES			ELECTRICAL B'CH.	STORES B'CH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND			Contribution to Railway Renewals and Replacements Fund				
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue	WORKING		REPAIRS AND RENEWALS		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue	Amount.	Per Traffic Train Mile.				Per Cent. of Gross Revenue	Amount.	Per Traffic Train Mile.		Per Cent. of Gross Revenue	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue	Amount.																	Per Traffic Train Mile.	Per Cent. of Gross Revenue
	\$	Cents		\$	\$	Cents		\$	Cents		\$	cents		\$	cents		\$	\$	\$	\$	cents		\$				
1951-52	15,434,376	90.93	31.50	10,854,454	2,316	63.95	22.26	12,945,226	76.27	26.53	7,820,828	46.07	16.07	1,163,826	6.77	2.38	3,390,396	747,156	2,723,954	500,764	2.95	1.03	400,000				
1952-53	16,877,796	95.41	26.32	13,306,318	2,844	75.22	22.83	15,325,104	86.63	24.01	9,220,870	52.12	14.47	1,220,170	6.90	1.91	3,635,782	842,686	3,004,440	517,246	2.92	0.81	400,000				
1953-54	17,635,292	96.35	24.57	15,548,098	3,400	84.95	21.72	13,343,342	72.90	18.64	10,764,414	58.82	15.07	1,270,810	6.94	1.78	3,642,628	816,204	3,049,788	520,572	2.84	0.73	1,100,000				
1954-55	18,571,694	99.10	24.60	15,770,350	3,538	84.15	20.92	13,224,018	70.56	17.53	11,337,778	60.50	15.05	1,394,236	7.44	1.84	4,166,282	882,668	3,067,046	609,904	3.25	0.81	400,000				
1955-56	19,624,516	105.31	26.49	15,572,050	3,500	83.57	21.03	12,498,352	67.07	16.88	11,523,312	61.83	15.56	1,466,974	7.87	1.98	4,130,464	1,312,836	3,224,748	671,252	3.60	0.91	400,000				
1956-57	20,318,430	109.57	27.20	16,460,648	3,720	88.77	22.03	11,982,594	64.61	16.04	12,450,444	67.14	16.67	1,484,392	8.01	1.99	3,858,184	1,080,202	3,536,188	670,104	3.62	0.90	400,000				
1957-58	20,224,298	110.19	28.12	15,994,506	3,634	87.14	22.24	11,286,140	61.49	15.69	11,234,540	61.21	15.62	1,465,454	7.98	2.04	3,996,524	1,045,290	3,594,068	740,176	4.03	1.03	400,000				
1958-59	20,399,256	110.70	26.74	15,497,544	3,556	84.10	20.31	10,870,506	59.00	14.25	11,522,474	62.53	15.10	1,516,584	8.27	1.99	4,091,254	1,053,668	3,667,938	867,698	4.71	1.14	400,000				
1959-60	21,340,540	116.73	27.23	16,161,260	3,766	88.40	20.62	11,075,250	60.57	14.13	11,914,108	65.17	15.20	1,649,108	9.02	2.10	3,974,744	1,174,164	3,711,356	977,486	5.35	1.25	400,000				
1960-61	22,171,644	121.61	25.79	17,076,022	3,980	93.66	19.86	11,335,970	62.17	13.19	12,972,874	71.17	15.08	1,773,816	9.73	2.06	4,139,182	1,160,736	3,708,438	966,526	5.30	1.12	400,000				
1961-62	23,672,688	125.23	27.81	17,008,906	3,964	89.98	19.98	11,443,340	60.54	13.44	12,147,734	64.27	14.27	1,824,240	9.65	2.14	4,222,404	1,134,028	3,743,850	1,008,416	5.33	1.18	400,000				
1962-63	24,072,764	123.60	27.71	17,067,354	4,002	87.63	19.65	11,700,248	60.06	13.47	12,545,860	64.42	14.44	1,837,554	9.43	2.12	4,233,986	1,206,420	3,756,374	1,100,294	5.65	1.27	400,000				
1963-64	25,056,548	124.57	27.01	17,633,420	4,156	87.66	19.01	12,453,318	61.92	13.42	13,934,628	69.28	15.02	2,013,204	10.01	2.17	4,327,974	1,277,288	3,676,932	1,162,578	5.78	1.25	400,000				
1964-65	27,663,400	135.02	27.60	18,850,992	4,476	92.01	18.81	13,149,624	64.27	13.12	15,921,628	77.71	15.89	2,280,844	11.13	2.28	4,471,486	1,406,326	3,946,924	1,532,830	7.48	1.53	400,000				
1965-56	28,415,349	141.06	28.55	19,633,061	4,687	97.46	19.73	12,236,463	60.74	12.30	16,760,363	83.20	16.84	2,343,041	11.63	2.35	4,563,465	1,426,374	4,378,106	1,314,626	6.53	1.32	400,000				

§ Deferred Maintenance Reserve— 1951-52, \$3490

... Calculated on the net expenditure of the Branch after deducting amounts charged against other funds.

Arrears of Annual Leave charged to Accrued Leave were as follows :—

	Traffic and Commercial Branch	Way and Works Branch	Rolling Stock Branch	Electrical Engineering Branch	Stores Branch	Miscellaneous Operations	General Expenses
	\$	\$	\$	\$	\$	\$	\$
1951-52	100,798	17,000	33,200	15,918	1,276	5,000	5,400
1952-53	100,180	30,260	24,988	1,786	1,716	2,470	4,548
1953-54	90,000	40,000	30,000				
1954-55	40,498	10,500	20,500	6,000	4,000		10,000

APPENDIX No. 7—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS TO 30TH JUNE, 1966.
(EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES.)

Year.	Commonwealth Payroll Tax.	Service Grants.	Retiring Gratuities.	Long Service Leave.	Commonwealth Government Standardization Agreement		Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions &c.).			PEN-SIONS.	TOTAL WORKING EXPENSES (including Pensions, &c.).			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE		NET REVENUE	NET INTEREST CHARGES AND EXPENSES (including Loan Conversion expenses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND	DEFICIT	
					Principal.	Interest.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.					Amount.
1951-52	967,014			869,662				57,817,656	12,336	340.64	1,755,898	59,573,554	12,710	350.99	349,820	59,223,734	121.67	Loss 7,044,870	4,085,886	600,314	11,731,070	
1952-53	1,053,012			876,942				66,286,306	14,170	374.71	1,915,270	68,201,576	14,580	385.53	185,822	68,015,754	106.72	Loss 692,532	4,255,910	599,452	5,547,894	
1953-54	1,141,330			933,560				69,766,038	15,252	381.17	2,294,788	72,060,826	15,754	393.71	160,000	71,900,826	100.68	3,374,044	4,605,156	577,228	1,808,340	
1954-55	1,248,296			1,060,442			972	71,733,686	16,092	382.77	2,421,928	74,155,614	16,634	395.70	91,498	74,064,116	98.31	5,618,462	5,090,816	605,068	77,422	
1955-56	1,301,016			1,160,786			17,918	72,904,224	16,382	391.22	3,147,326	76,051,550	17,090	408.12		76,051,550	102.68	Loss 1,967,902	5,747,590	611,702	8,327,194	
1956-57	1,299,086			1,184,312			281,184	75,005,968	16,950	404.47	3,231,388	78,237,356	17,680	421.90		78,237,356	104.73	Loss 3,511,848	6,042,700	612,374	10,167,922	
1957-58	1,382,040			1,158,286			411,774	72,933,096	16,568	397.37	3,414,942	76,348,038	17,344	415.98		76,348,038	106.17	Loss 4,415,318	6,564,888	619,460	11,599,666	
1958-59	1,398,166			1,256,562	2,820	7,050	10,150	72,561,670	16,654	393.79	3,683,494	76,245,164	17,500	413.78		76,245,164	99.93	82,196	6,933,352	687,854	7,539,010	
1959-60	1,476,912			1,214,220	12,582	31,316	62,350	75,175,396	17,516	411.21	3,929,328	79,114,724	18,434	432.75		79,114,724	100.94	Loss 718,456	7,240,086	763,818	8,722,360	
1960-61	1,558,954	419,994	80,020	1,117,004	34,616	85,770		79,000,666	18,416	433.32	4,253,994	83,254,660	19,406	456.65		83,254,660	96.84	2,740,502	7,558,366	802,468	5,518,332	
1961-62	1,670,580	1,254,646	295,062	1,246,900	62,912	160,084		81,295,664	18,946	430.01	4,516,582	85,812,246	19,998	453.97		85,812,246	100.82	Loss 668,842	(a)	(a)	668,842	
1962-63	1,587,056	1,244,210	275,734	1,010,402	86,912	216,832		82,342,000	19,306	422.77	4,657,306	86,999,306	20,398	446.68		86,999,206	100.14	Loss 93,568	(a)	(a)	93,568	
1963-64	1,647,302	1,265,392	300,728	1,236,670	95,838	234,692		86,715,912	20,442	431.13	4,796,690	91,512,602	21,572	454.98		91,512,602	98.64	1,293,240	(a)	(a)	cr. 1,293,240	
1964-65	1,803,150	1,002,288	340,284	1,370,698	95,838	229,796		94,466,108	22,434	461.07	4,870,488	99,336,596	23,590	484.83		99,336,596	99.11	915,990	2,915,498	267,106	2,266,614	
1965-66	1,744,000	862,891	309,995	1,352,692	95,837	224,898		96,061,161	22,932	476.86	4,944,573	101,005,734	24,112	501.40		101,005,734	101.49	Loss 1,455,777	3,854,254	175,669	5,485,700	

*1954-55, Migrants Fares \$ 972

*1955-56, " " \$ 17,918

*1956-57 Migrants Fares \$\$ 36,994 Malt Containers \$ 37,500 Brighton Council \$ 165,750 and Sandringham Council \$ 30,000 a/c. Rehabilitation of Roads ; Various Councils \$ 10,940 for maintenance of road over rail bridges on closed lines.

*1957-58 Malt Containers, \$ 1,018 Brighton Council \$ 224,250 and Sandringham Council \$ 185,000 A/c Rehabilitation of Roads, Ex Gratia Payments Loading Nowa Nowa \$ 1,506

*1958-59 Malt Containers, \$ 10,150

*1959-60 Malt Containers \$ 62,350

(a) Under Act 6831, Interest and other charges were not debited to the Department.

APPENDIX No. 8.

STATISTICAL STATEMENT (EXCLUSIVE OF ROAD MOTOR PUBLIC SERVICES).

Particulars	Year 1965-66	Year 1964-65
1. Average Mileage of Railways open for Traffic	4,189	4,211
PASSENGER TRAFFIC		
2. Passenger Train Mileage	Country ... 4,737,955	4,836,412
	Suburban ... 8,458,071	8,480,129
3. Earnings from Passengers Carried	Country ... 7,508,710	\$7,552,540
	Suburban ... 20,254,290	\$19,837,294
4. Number of Passengers Carried	Country ... 4,792,505	4,907,057
	Suburban ... 144,332,163	144,846,129
5. Number of Passengers Carried One Mile	Country ... 396,225,821	403,639,573
	Suburban ... 1,273,380,483	1,279,320,157
6. Average Miles each Passenger was Carried	Country ... 82.68	82.26
	Suburban ... 8.83	8.83
7. Average Number of Passengers per Car	Country ... 12	12
	Suburban ... 25	25
8. Average Earnings from each Passenger Journey	Country ... 156.68c	153.91c
	Suburban ... 14.03c	13.69c
9. Average Earnings per Passenger Mile	Country ... 1.90c	1.87c
	Suburban ... 1.59c	1.55c
<i>Per Average Mile of Railway Open</i>		
10. Number of Passengers Carried	Country ... 1,170	1,191
	Suburban ... 656,055	658,391
11. Number of Passengers Carried One Mile	Country ... 96,711	97,995
	Suburban ... 5,788,093	5,815,091
12. Passenger Train Mileage	Country ... 1,156	1,174
	Suburban ... 38,446	38,546
13. Earnings from Passengers Carried	Country ... \$1,832.73	\$1,833.58
	Suburban ... \$92,064.95	\$90,169.52
<i>Per Passenger Train Mile</i>		
14. Average Number of Passengers	Country ... 84	83
	Suburban ... 151	151
15. Average Number of Cars	Country ... 7	7
	Suburban ... 6	6
16. Average Earnings from Passengers Carried	Country ... 158.48c	156.16c
	Suburban ... 239.47c	233.92c
GOODS AND LIVE STOCK TRAFFIC—PAYING		
17. Goods Train Mileage	6,948,569	7,172,175
18. Earnings from Goods and Live Stock	\$61,441,529	\$63,361,526
19. Number of Tons Carried	12,156,405	12,595,661
20. Number of Tons Carried One Mile	1,989,451,951	2,028,201,162
21. Average Haul per Ton of Goods (Miles)	163.65	161.02
22. Average Tonnage per Loaded Wagon	14.58	13.98
23. Average Train Load (Tons)	300	295
24. Average Earnings per Goods Train Mile	884.23c	883.43c
25. Average Earnings per Ton	505.43c	503.04c
26. Average Earnings per Ton Mile	3.09c	3.12c
<i>Per Average Mile of Railway Open</i>		
27. Number of Tons Carried (Paying Traffic)	2,902	2,991
28. Number of Tons Carried One Mile (Paying Traffic)	474,923	481,644
29. Goods Train Mileage	1,659	1,703
30. Earnings from Goods and Live Stock	\$14,667.35	\$15,046.66
GOODS AND LIVE STOCK TRAFFIC—GROSS		
31. Average Tonnage per Loaded Wagon	26.30	25.40
32. Average Train Load (Tons)	661	655
33. Average Number of Vehicles per Train—Loaded	21	21
34. Average Number of Vehicles per Train—Empty	10	10

APPENDIX No. 9.
STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE.
Year ended 30th June, 1966.

Year ended 30th June, 1965.

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
TRAFFIC TRAIN MILEAGE										
Passenger—										
Country	46,271	2,681,909	369,464	1,640,311	4,737,955	114,229	2,641,136	373,260	1,707,787	4,836,412
Suburban		47,842	8,355,915	54,314	8,458,071		44,960	8,374,860	60,309	8,480,129
Total	46,271	2,729,751	8,725,379	1,694,625	13,196,026	114,229	2,686,096	8,748,120	1,768,096	13,316,541
Goods	1,027,338	5,198,481	722,750	...	6,948,569	1,686,040	4,740,023	746,112	...	7,172,175
Total Traffic Train Mileage	1,073,609	7,928,232	9,448,129	1,694,625	20,144,595	1,800,269	7,426,119	9,494,232	1,768,096	20,488,716
Assistant Mileage—										
Passenger—										
Country	934	220,118	...	...	221,052	922	208,488	...	...	209,410
Suburban ... ..	...	...	...	...	...	...	...	...	...	...
Total	934	220,118	...	...	221,052	922	208,488	...	...	209,410
Goods	80,278	945,813	17,140	...	1,043,231	115,901	893,974	16,906	...	1,026,781
Total Assistant Mileage	81,212	1,165,931	17,140	...	1,264,283	116,823	1,102,462	16,906	...	1,236,191
Light Mileage—										
Passenger	158	18,868	...	...	19,026	452	20,264	43	...	20,759
Goods	124,226	685,973	53,251	...	863,450	168,819	692,867	51,798	...	913,484
Total Light Mileage	124,384	704,841	53,251	...	882,476	169,271	713,131	51,841	...	934,243
Total Traffic Miles (including Assistant and Light)	1,279,205	9,799,004	9,518,520	1,694,625	22,291,354	2,086,363	9,241,712	9,562,979	1,768,096	22,659,150
Departmental Mileage—										
Loco Light	61,419	158,450	27,774	...	247,643	91,348	150,550	32,375	...	274,273
Ballast	57,793	110,922	480	...	169,195	80,500	97,229	482	...	178,211
Instructional ... ..	...	...	1,327	...	1,327	...	...	528	...	528
Inspection	186	4,813	776	...	5,775	...	4,016	624	...	4,640
Departmental Fuel (+)	142,400	...	...	...	142,400	145,650	...	...	...	145,650
Casualty and Doubling	1,249	1,215	...	...	2,464	1,885	1,841	...	...	3,726
Miscellaneous	4,286	10,245	2,849	87,851	105,231	4,028	5,522	3,345	73,070	85,965
Total Departmental Miles	267,333	285,645	33,206	87,851	674,035	323,411	259,158	37,354	73,070	692,993
Shunting	240,749	581,179	54,188	3,983	880,099	356,466	502,957	55,753	4,198	919,374
Shunting Fordson ... ..	...	...	...	48,940	48,940	...	...	...	52,536	52,536
Total Locomotive Mileage	1,787,287	10,665,828	9,605,914	1,835,399	23,894,428	2,766,240	10,003,827	9,656,086	1,897,900	24,324,053

+ Equated

APPENDIX No. 9—continued.

STATEMENT OF TRAIN LOCOMOTIVE AND VEHICLE MILEAGE—continued

Year ended 30th June, 1966.

Year ended 30th June, 1965.

	Steam	Diesel Electric	Electric	Rail Motor	Total	Steam	Diesel Electric	Electric	Rail Motor	Total
Vehicle Mileage—										
Passenger—										
Country	236,110	18,963,159	2,335,307	2,130,684	23,665,260	456,981	18,816,667	2,393,857	2,233,077	23,900,582
Suburban ... ..	...	239,608	47,492,735	104,128	47,836,471	...	219,364	48,302,395	111,698	48,633,457
Total	236,110	19,202,767	49,828,042	2,234,812	71,501,731	456,981	19,036,031	50,696,252	2,344,775	72,534,039
Goods—										
Loaded	17,457,824	112,028,998	17,474,064	...	146,960,886	28,176,705	108,610,918	17,894,813	...	154,682,436
Empty	12,577,107	48,267,293	10,914,630	...	71,759,030	19,598,381	45,940,253	11,270,734	...	76,809,368
Total	30,034,931	160,296,291	28,388,694	...	218,719,916	47,775,086	154,551,171	29,165,547	...	231,491,804
Service Stock—										
Passenger	5,958	24,833	15,377	86,701	132,869	9,610	16,137	10,337	61,373	97,457
Goods Loaded	318,154	378,954	5,483	...	702,591	434,938	415,365	4,934	...	855,237
Goods Empty	305,211	438,323	3,619	...	747,153	444,712	329,870	2,495	...	777,077
Total	623,365	817,277	9,102	...	1,449,744	879,650	745,235	7,429	...	1,632,314
Total Service Stock	629,323	842,110	24,479	86,701	1,582,613	889,260	761,372	17,766	61,373	1,729,771
Total Vehicle Mileage	30,900,364	180,341,168	78,241,215	2,321,513	291,804,260	49,121,327	174,348,574	79,879,565	2,406,148	305,755,614
Contents Ton Mileage (000's Omitted)—										
Passenger ... ..	...	87	...	...	87	1	110	...	...	111
Goods	236,818	1,673,168	227,691	...	2,137,677	376,870	1,549,379	236,132	...	2,162,381
Total	236,818	1,673,255	227,691	...	2,137,764	376,871	1,549,489	236,132	...	2,162,492
Gross Ton Mileage (000's Omitted) (excluding Loco and Tender)										
Passenger Trains	8,270	862,136	1,978,086	88,042	2,936,534	19,047	851,461	2,017,875	90,153	2,978,536
Goods Trains	533,486	3,679,951	488,909	...	4,702,346	851,454	3,453,061	503,170	...	4,807,685
Departmental Trains	16,792	20,390	798	2,225	40,205	22,600	19,632	564	1,726	44,522
Total	558,548	4,562,477	2,467,793	90,267	7,679,085	893,101	4,324,154	2,521,609	91,879	7,830,743

APPENDIX No. 10.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965.

Branch	Year Ended 30th June							
	1966				1965			
	On Capital and Other Funds	On Working Expenses		Total	On Capital and Other Funds	On Working Expenses		Total
		Railways	Public Road Motors			Railways	Public Road Motors	
\$	\$	\$	\$	\$	\$	\$	\$	
Way and Works	3,379,965	16,198,888	234	19,579,087	3,155,270	15,763,726		18,918,996
Rolling Stock	1,648,989	23,675,329	11,135	25,335,453	1,448,570	23,031,254	11,688	24,491,512
Traffic and Commercial	51,196	24,698,900	85,936	24,836,032	54,292	24,237,312	80,204	24,371,808
Electrical	249,501	2,113,172		2,362,673	291,570	2,035,450		2,327,020
Other Branches	159,954	5,705,642	764	5,866,360	159,160	5,490,484	556	5,650,200
Total	5,489,605	72,391,931	98,069	77,979,605	5,108,862	70,558,226	92,448	75,759,536

APPENDIX No. 11.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS
ENDED 30th JUNE, 1966 AND 30th JUNE, 1965.

Branch	1966			1965		
	No. of Salaried Staff	No. of Wages Staff	Total Staff	No. of Salaried Staff	No. of Wages Staff	Total Staff
Secretary's	172	71	243	157	73	230
Accountancy	651	5	656	622	5	627
Stores	288	584	872	281	587	868
Way and Works	640	6,878	7,518	631	6,755	7,386
Rolling Stock	736	8,482	9,218	733	8,420	9,153
Traffic and Commercial	2,702	5,549	8,251	2,614	5,556	8,170
Electrical	177	617	794	179	619	798
Refreshment Services	95	607	702	102	618	720
Total	5,461	22,793	28,254	5,319	22,633	27,952

This statement is compiled by averaging the number of individuals actually employed during each fortnightly pay period. In the case of casual employees, the equivalent number of full-time men is included.

Wages staff occupying salaried positions have been included as salaried staff.

APPENDIX No. 12.

STATEMENT SHOWING STEAM AND OTHER LOCOMOTIVES, CRANES, RAIL MOTOR PASSENGER VEHICLES, COACHING STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30th JUNE, 1966.

ROLLING STOCK	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)		No.	Tractive Power (Nominal)	
		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.		TOTAL lb.	AVERAGE PER LOCO. lb.
STEAM LOCOMOTIVES	177	5,320,820	30,061	—	—	—	4	50,060	12,515	181	5,370,880	29,673
ELECTRIC LOCOMOTIVES—SUBURBAN AND MAIN LINE ...	35	771,600	22,046	—	—	—	—	—	—	35	771,600	22,046
DIESEL ELECTRIC LOCOMOTIVES—												
SHUNTING	14	154,000	11,000	—	—	—	—	—	—	14	154,000	11,000
MAIN LINE	35	1,521,500	43,471	9	481,500	53,500	—	—	—	44	2,003,000	45,523
BRANCH LINE	123	3,096,990	25,179	4	91,760	22,940	—	—	—	127	3,188,750	25,108
DIESEL-HYDRAULIC LOCOMOTIVES—												
SHUNTING	28	711,850	25,423	2	54,000	27,000	—	—	—	30	765,850	25,528
STEAM CRANES	12	—	—	—	—	—	—	—	—	12	—	—
DIESEL-ELECTRIC CRANES	2	—	—	—	—	—	—	—	—	2	—	—
RAIL TRACTORS (FORDSON)	38	—	—	—	—	—	—	—	—	38	—	—

ROLLING STOCK	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)	
		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.		TOTAL No.	AVERAGE PER VEHICLE No.
*COACHING STOCK (excluding Electric Suburban Stock)—												
PASSENGER CARRIAGES—												
1st Class	167	9,182	55	5	240	48	—	—	—	172	9,422	55
2nd Class	248	17,286	70	12	720	60	13	391	30	273	18,397	67
Composite	105	5,582	53	3	78	26	—	—	—	108	5,660	52
SLEEPING CARRIAGES—												
1st Class	33	660	20	26	516	20	—	—	—	59	1,176	20
SPECIAL CARRIAGES	6	81	14	—	—	—	—	—	—	6	81	14
LOUNGE CARRIAGE	1	33	33	3	144	48	—	—	—	4	177	44
DINING CARRIAGES	2	96	48	3	120	40	—	—	—	5	216	43
BUFFET CARRIAGES	4	171	43	3	82	27	—	—	—	7	253	36
DISPLAY CARRIAGES	4	—	—	—	—	—	—	—	—	4	—	—
MAIL AND LUGGAGE VANS	142	—	—	12	—	—	3	—	—	157	—	—
HORSE BOXES	4	—	—	—	—	—	—	—	—	4	—	—
BRAKE VANS (Goods Stock)	574	—	—	—	—	—	—	—	—	574	—	—
OTHER VEHICLES	2	—	—	—	—	—	—	—	—	2	—	—
TOTAL :	1,292	33,091	—	67	1,900	—	16	391	—	1,375	35,382	—

* Includes the following (73 No.) Victoria-South Australia Joint Stock Cars & Vans, 7 AE, 3 AJ, 8 BE, 8 BJ, 12 sleeping, 8 roomettes, 8 twinettes, 6 CE, 3 D, 9 JCP, and Dynamometer Car.
 * Includes the following (41 No.) Victoria-New South Wales Joint Stock Cars & Vans, 12 roomettes, 14 Twinettes, 3 Lounge, 3 Dining, 6 PHN, 3 MHN.

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

ROLLING STOCK	5' 3" Gauge			4' 8½" Gauge			2' 6" Gauge			Total		
	No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)		No.	Capacity (Passengers)	
		TOTAL	AVERAGE PER VEHICLE		TOTAL	AVERAGE PER VEHICLE		TOTAL	AVERAGE PER VEHICLE		TOTAL	AVERAGE PER VEHICLE
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
RAIL MOTOR PASSENGER VEHICLES—												
MOTORS—												
Composite— 10 D.E.	49	2,763	56							49	2,763	56
39 Diesel												
Power Units—Diesel	3									3		
TRAILERS—												
Composite	21	975	46							21	975	46
TOTAL	73	3,738								73	3,738	
ELECTRIC SUBURBAN COACHING STOCK—												
PASSENGER CARRIAGES												
One Class	1,089	88,542	81							1,089	88,542	81
PARCELS VANS	11									11		
ROLLING STOCK												
* GOODS STOCK												
Box Goods Vans	608	13,987	23.0							608	13,987	23.0
Coal Wagons	28	448	16.0							28	448	16.0
Sand Wagons	94	1,472	15.7							94	1,472	15.7
Open Goods Wagons	15,316	311,978	20.4	49	539	11.0	15,365	312,517	20.3			
Cattle Vans	689	7,390	10.7	1	10	10.0	690	7,400	10.7			
Sheep Vans	1,103	11,722	10.6				1,103	11,722	10.6			
Louvred Vans	1,981	40,924	20.7	3	30	10.0	1,984	40,954	20.6			
Refrigerator Vans	447	6,391	14.3				447	6,391	14.3			
Powder Vans	51	306	6.0				51	306	6.0			
Flat Wagons	477	12,237	25.7				477	12,237	25.7			
Bolster "												
Bulk Cement Wagons	200	7,379	36.9				200	7,379	36.9			
Bulk Flour Wagons	10	200	20.0				10	200	20.0			
Bulk Grain Wagons	33	1,849	56.0				33	1,849	56.0			
Tank Wagons	8	88	11.0				8	88	11.0			
Motor Car Transport Wagons	64	850	13.3				64	850	13.3			
Brake Vans (Included in Steam Coaching Stock)												
TOTAL	21,109	417,221	19.8	53	579	10.9	21,162	417,800	19.7			

* Includes the following (291 No.) vehicles on Standard Gauge bogies (4'8½") on 30.6.66, Box Goods Vans 42, Open Goods Wagons 50, Louvred Vans 132, Flat and Bolster Wagons 45, Motor Car Transport Wagons 22.

APPENDIX No. 12—continued.

STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

ROLLING STOCK	5' 3" Gauge		2' 6" Gauge		Total				
	No.	Capacity		No.	Capacity		No.	Capacity	
		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons		TOTAL Tons	AVERAGE PER VEHICLE Tons
SERVICE STOCK									
Casualty or Breakdown Vans and Wagons	35	—	—	—	—	35	—	—	—
Water Wagons	181	—	—	—	—	181	—	—	—
* Ballast Wagons and Vans	259	—	—	—	—	259	—	—	—
Workmen's Sleeping and Mess Carriages	409	—	—	—	—	409	—	—	—
Cranes (not Locomotives) on Wagons	8	—	—	—	—	8	—	—	—
† Other Vehicles	767	—	—	—	—	767	—	—	—
TOTAL :	1,659	—	—	—	—	1,659	—	—	—
* Includes 12 No. on Standard Gauge (4' 8½") (QN-8 No. NN-2 No. ZL - 2 No.)									
† " 8 " " " (4' 8½") (TWX on hire to Boral Ltd., N.S.W. 4 No. - HR. 3 No. - WTT. 1 No.)									
VEHICLES PRIVATELY OWNED									
Passenger Carriage a/c Puffing Billy Preservation Society	—	—	—	4	—	4	—	—	—
Tank Wagons a/c Private Oil Companies	391	—	—	—	—	391	—	—	—
ROAD MOTOR VEHICLES		Petrol		Total					
	No.	Capacity		No.	Capacity				
Coaches (Passenger)	21	642 (seating)		21	642 (seating)				
Cars (Domestic Service)	50	290 (seating)		50	290 (seating)				
Trucks & Vans—Goods	25	1,563 cwt.		25	1,563 cwt.				
Trucks—(Domestic Service)	195	8,001 "		195	8,001 "				
Trucks—(Mobile Locker Rooms, etc., Domestic Service)	19	—		19	—				
Trailers—Goods	—	—		18	1,218 cwt.				

APPENDIX No. 13.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT. No. 6355, SECTIONS 118 AND 119—AT 30th JUNE, 1966.

Expenditure	Amount	Receipts	Amount
	\$ c		\$ c
To Balance at 30th June, 1965	200,000 .00	By Expenditure for the year ended 30th June, 1966—	
" Payment to Fund during the year ended 30th June, 1966, included in the Working Expenses of the Year—	1,314,625 .75	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	67,733 .18
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	5,872 .85
		(c) Amount of medical, legal and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b)	—
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death, to persons dependent upon such employees	943,644 .97
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	66,256 .58
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	221,278 .72
		(g) Amount paid as compensation for loss or damage caused by railway engines or consequent upon employees burning off within railway boundaries, &c.	9,839 .45
		" Balance at 30th June, 1966	200,000 .00
	1,514,625 .75		1,514,625 .75

APPENDIX No. 14.

NEW LINES UNDER CONSTRUCTION AT 30th JUNE, 1966.

Section	Miles
Wodonga to Cudgewa—Deviations for enlargement of Hume Reservoir	8
Upper Ferntree Gully—Belgrave (Narrow Gauge Line converted to Broad Gauge) ...	3
Gippsland Railway—Deviation between Moe and Morwell	2 $\frac{3}{4}$
Tottenham to Brooklyn Railway	1

Note : All the above lines are in use, but not included in Appendix No. 13 under "Mileage open for traffic".

LINES CLOSED FOR TRAFFIC DURING THE YEAR ENDED 30th JUNE, 1966.

Section	Miles	Date Closed
<i>Broad Gauge</i>		
Lilydale—Warburton	23.97	29.7.65

APPENDIX No. 15

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for traffic at 30th June										
		Tracks			Railways							
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1965-66	5' 3" gauge ...	4585.98	993.66	5579.64	} 1.72	} 0.88	} 1.55	} 6.07	} 67.47	} 430.67	} 3670.61	} 4178.97
	4' 8½" gauge ...	194.57	50.37	244.94								
	Dual gauge ...	7.31	4.67	11.98								
	2' 6" gauge ...	8.48	0.60	9.08								
	Total	4796.34	1049.30	5845.64									1.72	0.88	1.55	6.07	67.47	430.67	3679.09	4187.45
Year 1964-65	5' 3" gauge ...	4609.81	1006.45	5616.26	} 1.72	} 0.88	} 1.55	} 6.07	} 67.47	} 430.85	} 3694.07	} 4202.61
	4' 8½" gauge ...	194.57	50.37	244.94								
	Dual gauge ...	7.31	4.36	11.67								
	2' 6" gauge ...	8.48	0.57	9.05								
	Total	4820.17	1061.75	5881.92									1.72	0.88	1.55	6.07	67.47	430.85	3702.55	4211.09

		Average mileage open for traffic during the year										
		Tracks			Railways							
		Tracks	Sidings	Total	Eight Tracks	Seven Tracks	Six Tracks	Four Tracks	Three Tracks	Two Tracks	One Track	Total
Year 1965-66	5' 3" gauge ...	4587.67	994.44	5582.11	} 1.72	} 0.88	} 1.55	} 6.07	} 67.47	} 430.68	} 3672.26	} 4180.63
	4' 8½" gauge ...	194.57	50.37	244.94								
	Dual gauge ...	7.31	4.67	11.98								
	2' 6" gauge ...	8.48	0.59	9.07								
	Total	4798.03	1050.07	5848.10									1.72	0.88	1.55	6.07	67.47	430.68	3680.74	4189.11
Year 1964-65	5' 3" gauge ...	4605.83	1005.35	5611.18	} 1.72	} 0.88	} 1.55	} 6.07	} 67.30	} 427.10	} 3698.10	} 4202.72
	4' 8½" gauge ...	194.57	50.37	244.94								
	Dual gauge ...	7.31	4.36	11.67								
	2' 6" gauge ...	8.48	0.57	9.05								
	Total	4816.19	1060.65	5876.84									1.72	0.88	1.55	6.07	67.30	427.10	3706.58	4211.20

APPENDIX No. 16.

RAILWAYS STORES SUSPENSE ACCOUNT.

	\$	c.	\$	c.		\$	c.	\$	c.
Funds provided at the date of the authorization of the Stores Suspense Account (30th June, 1896) ...	1,118,881	62			Stores and Materials on hand—				
Loss expended on special and deferred repairs in accordance with Section 3 of Act 1820 ...	100,000	00			Railways ...	6,996,978	97		
Advances from Loan Account subsequent to 30th June, 1896 ...					Construction Branch ...	8,611	56		
Total Funds Provided ...			9,000,000	00	Sundry Debtors ...			7,005,590	53
Sundry Creditors ...			1,224,005	73	Cash in Treasury at 30th June, 1965 ...			395,240	19
					Advances with the Agent-General ...			2,805,240	08
								17,934	93
			10,224,005	73				10,224,005	73

APPENDIX No. 17.

RAILWAY RENEWALS AND REPLACEMENTS FUND.

Nature and Source of Funds	During the year ended 30th June, 1966		Period 1st July, 1937 to 30th June, 1966		Disposal of Funds	During the year ended 30th June, 1966		Period 1st July, 1937 to 30th June, 1966	
	\$	c.	\$	c.		\$	c.	\$	c.
Balance at 30th June, 1965	—	—	—	—	Renewals and Replacements :				
Funds specially appropriated under Act No. 6355 ...	400,000	00	11,600,000	00	Traffic ...	416	00	481,086	42
Additional funds authorised by Parliament ...	—	—	11,500,000	00	Rolling Stock ...	482,510	03	112,483,509	61
Rail Motor and Road Motor, &c. depreciation ...	189,859	02	3,558,086	93	Way and Works ...	609,241	14	33,717,126	42
Sundry Sales, abolitions, &c. ...	502,470	15	5,970,379	65	Electrical Engineering ...	162	00	6,440,123	69
Interest on Investments ...	—	—	1,406,582	80	Advance (Net) with the Agent General ...	—	—	106,386	78
Amount charged Item 5 Loan Acts ...	—	—	119,193,183	54					
	1,092,329	17	153,228,232	92		1,092,329	17	153,228,232	92

APPENDIX No. 18.

DEPRECIATION—PROVISION AND ACCRUAL.

	During the Year ended 30th June, 1966		Period 1st July, 1937 to 30th June, 1966			During the Year ended 30th June, 1966		Period 1st July, 1937 to 30th June, 1966	
	\$	c.	\$	c.		\$	c.	\$	c.
Special Appropriations	400,000	00	11,600,000	00	Normal Depreciation—				
Additional funds authorised by Parliament ...	—	—	11,500,000	00	Way, Works, Buildings, &c. ...	1,776,088	00	26,590,663	02
Sundry depreciation provided in Working Expenses ...	189,859	02	3,558,086	93	Rolling Stock (including machinery and equipment in Rolling Stock Workshops) ...	4,246,718	00	53,153,439	35
Provision from sundry sales, &c., included as additional depreciation ...	—	—	687,993	39	Electrical Engineering Plant and Equipment ...	304,980	00	6,521,860	32
Interest on Investment ...	—	—	1,406,582	80	Electric Tramways, Rail Motors and Road Motors ...	242,775	02	3,566,999	51
Balance at 30th June, 1966 amount short provided ...	5,980,702	00	61,085,299	08					
	6,570,561	02	89,837,962	20		6,570,561	02	89,837,962	20

APPENDIX No. 19.

STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1966	Year ended 30th June, 1965
	\$	\$
New Lines and Surveys—		
Gross Expenditure	58,987	277,218
Credits	—	—
Net Expenditure	58,987	277,218
Additions and Improvements on Existing Lines—		
Gross Expenditure	9,566,252	9,095,734
Credits	602,220	506,170
Net Expenditure	8,964,032	8,589,564
Rolling Stock		
Gross Expenditure	7,137,764	6,487,402
Credits	482,510	436,620
Net Expenditure	6,655,254	6,050,782
Electrification of Melbourne Suburban Lines—		
Gross Expenditure	586,492	683,934
Credits	162	162
Net Expenditure	586,330	683,772
Total Railways—		
Gross Expenditure	17,349,495	16,544,288
Credits	1,084,892	942,952
Net Expenditure	16,264,603	15,601,336
Road Motor Public Service (including Garage Accommodation)—		
Gross Expenditure	42,469	
Credits	7,437	8,766
Net Expenditure	35,032	Cr. 8,766
Total—		
Gross Expenditure	17,391,964	16,544,288
Credits	1,092,329	951,718
Net Expenditure	16,299,635	15,592,570

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR THE YEARS ENDED 30th JUNE, 1966 AND 30th JUNE, 1965,

	Year Ended 30th June, 1966						Year Ended 30th June, 1965					
	Number of Journeys			Revenue			Number of Journeys			Revenue		
	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total	1st Class	2nd Class	Total
COUNTRY—				\$	\$	\$				\$	\$	\$
Single Tickets	161,084	647,495	808,579	1,201,465	1,469,681	2,671,146	167,006	655,717	822,723	1,181,600	1,415,174	2,596,774
Return Tickets	504,564	1,937,066	2,441,630	1,713,419	2,801,123	4,514,542	530,376	2,099,214	2,629,590	1,735,920	2,920,062	4,655,982
Periodical Tickets	218,136	1,324,160	1,542,296	88,816	234,206	323,022	202,444	1,252,300	1,454,744	79,494	220,290	299,784
Total	883,784	3,908,721	4,792,505	3,003,700	4,505,010	7,508,710	899,826	4,007,231	4,907,057	2,997,014	4,555,526	7,552,540
METROPOLITAN—												
Single Tickets ... ..	...	...	21,450,123	...	...	4,301,298	...	...	22,257,981	...	...	4,272,346
Return Tickets ... ..	...	...	38,580,108	...	...	6,621,537	...	...	40,700,384	...	...	6,647,494
Periodical Tickets ... ..	...	...	84,301,932	...	...	9,331,455	...	...	81,887,764	...	...	8,917,454
Total ... ..	...	...	144,332,163	...	...	20,254,290	...	...	144,846,129	...	...	19,837,294
GRAND TOTAL RAILWAY PASSENGER TRAFFIC	149,124,668	27,763,000*	149,753,186	27,389,834*
ROAD MOTOR PUBLIC SERVICES	1,060,324	62,336	1,154,104	65,420

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Country Traffic for year ended June, 1966 includes 235,343 Journeys, \$44,494 Revenue, account "Puffing Billy."

* Includes \$200,000 Pensioners, Subsidy.

APPENDIX No. 21.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR THE YEARS
ENDED 30th JUNE, 1966 AND 30th JUNE, 1965.
(EXCLUSIVE OF ROAD MOTOR PUBLIC GOODS SERVICES)

Class of Goods	Year Ended 30th June, 1966							Year Ended 30th June 1965	
	Total Tons Carried	Percent- age to Paying Total	Revenue		Ton Miles	Average Haulage Miles Per Ton	Average Rate per Ton Mile	Total Tons Carried	Revenue
			Total	Percent- age to Total						Total	Revenue
			\$				cents		\$
Manures	1,154,252	9.69	3,841,627	6.41	195,223,764	169	1.97	1,077,189	3,595,256
Firewood	14,371	.12	70,773	.12	3,041,098	212	2.33	18,577	86,592
Briquettes	1,571,275	13.18	5,926,059	9.89	169,077,334	108	3.50	1,594,088	5,864,538
Pulpwood to Maryvale (Hard- wood)	43,322	.36	145,772	.24	3,504,761	81	4.16	41,223	145,602
Pulpwood to Maryvale (Softwood)	80,759	.68	411,860	.69	12,964,943	161	3.18	68,086	379,658
Coal, Black	194,571	1.63	211,545	.35	4,320,160	22	4.90	214,441	223,196
Coal, Brown	362,988	3.05	606,901	1.01	15,343,747	42	3.96	388,990	684,848
Sand (ordinary)	98,672	.83	224,074	.37	6,180,980	63	3.63	99,121	214,918
Stone and Gravel	20,682	.17	69,192	.12	2,830,485	137	2.44	13,430	53,298
Class "M" N.O.S.	330,864	2.78	1,552,474	2.59	87,452,328	264	1.78	187,091	850,668
Timber	271,949	2.28	1,930,058	3.22	57,277,639	211	3.37	291,996	2,002,094
Wheat	2,034,895	17.08	11,181,372	18.66	388,984,989	191	2.87	2,235,159	11,467,384
Barley	209,854	1.76	1,097,151	1.83	45,335,933	216	2.42	215,218	1,165,296
Oats	180,338	1.51	1,005,464	1.68	32,801,433	182	3.07	305,573	1,740,494
Other Grains	40,083	.34	133,535	.22	4,089,493	102	3.27	37,678	144,486
Potatoes and Onions	16,191	.14	113,371	.19	6,048,856	374	1.87	22,517	152,396
Flour	153,119	1.29	605,440	1.01	25,106,425	164	2.41	196,776	737,460
Bran, Pollard and Sharps	53,217	.45	191,351	.32	6,427,241	121	2.98	76,448	268,162
Hay, Straw and Chaff	39,761	.33	247,476	.41	8,428,704	212	2.94	39,381	223,894
Goods N.O.S. at Grain or S.A.P. rates less 10 per cent.	44,154	.37	201,844	.34	5,387,166	122	3.75	44,178	206,788
Goods N.O.S., at A.P. or S.A.P. rates	211,250	1.77	1,281,440	2.14	40,403,433	191	3.17	183,855	1,121,560
Fruit, Dried for Export	57,104	.48	397,844	.66	19,533,471	342	2.03	55,204	380,126
Fruit, Dried N.O.S.	16,562	.14	180,287	.30	5,238,466	316	3.44	15,518	165,154
Fruit, Fresh	91,992	.77	509,513	.85	23,968,700	261	2.13	110,246	625,208
"A" and "A.A." N.O.S.	517,776	4.34	2,900,432	4.84	84,190,386	163	3.45	534,241	2,946,364
Cream, Fresh Milk, Cheese, Eggs, Egg Pulp and Honey	8,341	.07	87,890	.15	1,242,658	149	7.07	13,304	124,682
Butter	81,683	.69	561,961	.94	9,712,724	119	5.79	89,990	605,762
Kerosene	9,614	.08	80,615	.14	1,693,477	176	4.76	14,524	123,524
Class "B" N.O.S.	139,647	1.17	801,804	1.34	24,003,730	172	3.34	169,532	952,678
Class "B.B." N.O.S.	83,656	.70	448,123	.75	10,639,647	127	4.21	106,932	573,070
Petrol, Benzine and Other Motor Spirits	132,611	1.11	1,107,507	1.85	21,439,286	162	5.17	154,569	1,227,144
Class "C" N.O.S.	222,105	1.86	1,327,552	2.21	46,431,559	209	2.86	197,184	1,207,224
Goods in Class 1	95,629	.80	1,108,206	1.85	14,543,425	152	7.62	104,058	1,190,722
Goods in Class 2	339,717	2.85	4,222,496	7.05	49,044,560	144	8.61	329,696	4,150,678
Wool	133,473	1.12	1,226,505	2.05	17,883,585	134	6.86	135,880	1,231,298
Salt, unrefined	18,899	.15	93,838	.16	3,882,845	205	2.42	23,637	130,410
Sugar	43,957	.37	285,020	.48	5,312,351	121	5.37	43,702	285,926
Beer	134,395	1.13	1,325,344	2.21	19,958,274	149	6.64	128,995	1,259,860
Cement	781,633	6.56	2,429,268	4.05	55,513,743	71	4.38	730,770	2,587,540
Galvanised Iron	104,200	.87	528,896	.88	27,866,852	267	1.90	111,290	575,586
Iron and Steel, Bar, Rod, &c., not prepared	423,707	3.56	1,876,130	3.13	100,777,932	238	1.86	472,944	2,153,642
Forwarding Agents' Traffic	619,941	5.20	2,771,972	4.63	154,065,454	249	1.80	604,703	2,668,436
L.C.L. Containers	264,513	2.22	945,978	1.58	53,227,827	201	1.78	242,553	905,630
Motor Cars and Bodies	182,262	1.53	1,650,649	2.75	50,942,618	280	3.24	192,083	1,695,358
Special Rates N.O.S.	8,925	.08	71,365	.12	1,751,749	196	4.07	10,642	78,092
Pulp and Paper ex Maryvale	124,627	1.05	524,873	.88	13,574,171	109	3.87	128,908	576,678
Pier Traffic (Melbourne)	89,235	.75	131,923	.22	500,459	6	26.36	89,514	128,336
Any Goods N.O.S.	64,595	.54	533,830	.89	8,717,406	135	6.12	75,220	533,156
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, Weighing, and Other Miscellaneous Items	—	—	692,373	1.15	—	—	—	—	721,784
Light Traffic	—	—	47,622	.08	—	—	—	—	38,994
Total Tonnage of Paying Goods carried and Revenue derived therefrom	11,917,366	—	59,918,595*	—	1,945,908,267	163	3.08	12,236,848	61,171,590*
Live Stock	239,039	—	1,478,209	—	43,543,684	182	3.39	358,813	2,151,748
Total Tonnage of Paying Goods and Live Stock carried, and Revenue derived therefrom	12,156,405	—	61,396,804	—	1,989,451,951	164	3.09	12,595,661	63,323,338

NOTES.—The Revenue shown in this Appendix differs slightly from that shown in other Statements and Appendices, due to a different basis used in the compilation of the information.

* Includes \$24,000 for 1965-66 and for 1964-65 recouped by the Treasury to offset the loss of revenue brought about by a Government direction (operative from 15th March, 1950), to limit increases in freight rates to 33½ per cent, in respect of all commodities, the increase originally approved for certain items having exceeded that rate.

NUMBER OF LIVE STOCK	Year Ended—	Year Ended—
	30th June, 1966	30th June, 1965
Calves	28,623	53,930
Cattle	275,314	338,638
Horses	7,066	8,296
Pigs	146,689	145,037
Sheep	2,301,795	3,938,385
All Other	17	9

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APPENDIX NO 22
TRAFFIC AT STATIONS

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SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC					GOODS TONNAGE		LIVE STOCK								
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS								
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD				
		Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs							
SECTION NO 1																
<u>MELBOURNE</u>																
SPENCER STREET, COUNTRY SUBURBAN	715675 1145480	1655037 98 210015 37	1011271 92	10784021 27	13450331 17 210015 37	1286065	1553383	10			14	10	52	4	674	
TOURIST BUREAUX, COUNTRY SUBURBAN	194611 2464	815118 18 649 29			815118 18 649 29											
FLINDERS STREET, COUNTRY SUBURBAN	201631 6933010	393151 00 1707971 73	363687 28		756838 28 1707971 73											
PRINCES BRIDGE, COUNTRY SUBURBAN	290 1293002	225 60 237360 06	459 45		685 05 237360 06											
TOTAL, COUNTRY SUBURBAN	1112407 11373956	2863532 76 2155990 45	1375418 65	10784021 27	15022972 68 2155990 45	1286065	1553383	10			14	10	52	4	674	
SECTION NO 2																
<u>MELBOURNE - DENILQUIN</u>																
NORTH MELBOURNE ARDEN STREET	509233	58445 05	85540 43		143985 48 61255 46	16572	479040									
LOUIS DREYFUS AND CO. PTY. LTD. SIDING	201257 545566	23040 64 67865 79	102 87 3390 89	22 40	22 40 23143 51	3985	40820									
MIDDLE FOOTSCRAY WEST FOOTSCRAY	462274 33895	49548 54 4504 97	2218 22		51766 76 4504 97	2649 15	59 86									
TOTTENHAM WHITE CITY	1867042 609948	249155 53 77798 23	9984 06 388 01	108158 86	367298 45 78186 24	8943	42179									
ALBION ALBION STONE SIDING				25794 16	25794 16	11447	6799 64114									
DARLING AND SONS SIDING ST. ALBANS SYDENHAM	2246485 14226	326486 77 1592 61	1466 55 15 09	21351 81	327953 32 22959 51	4625	8226	22				182	76			
DIGGER'S REST SUNBURY	7340 78065	1541 34 21091 66	38 54 770 66	63 39 3270 97	1643 27 25133 29	2 553	517 4050	9	15	14		26 9	1	6		
CLARKEFIELD RIDEELL	15563 14868	4661 76 4693 79	164 38 90 11	2507 30 447 12	7333 44 5231 02	687 52	2536 471	1				44 26	3			
GISBORNE	15686	4834 15	572 10	3352 09	8758 34	241	1260					8	1			
MACEDON WOODEND	34083 41135	11748 62 17752 80	328 29 562 89	26933 14 2546 22	39010 05 20861 91	5072 435	184 1299		4			7 2		13 2		
CARLSRUHE KYNE TON	1039 12176	518 76 13463 37	10 89 1822 60	80 62 16325 89	610 27 31611 86	1 2684	54 12845					190 31	36 1			
MALMSBURY	2107	2173 09	72 51	1324 62	3570 22	120	1957	48	3 8	1 1						

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK							
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS							
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD			
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs
SECTION NO 5															
CASTLEMAINE - YELTA															
CAMPBELL	26	27 35	22		27 57		67								
GUILDFORD	592	233 93	21 61	657 32	912 86	102	403								
STOPPING PLACE NO 27	98	60 72			60 72										
NEWSTEAD	379	568 71	2055 30	4715 85	7339 86	464	928	19	6				5	5	
MOOLORT	148	81 19		38501 20	38582 39	7631	826					5			
CARISBROOK	831	677 15	111 08	3968 86	4757 09	442	1642	12	1	4		17	10	1	
MARYBOROUGH	11730	21149 25	4130 29	141666 88	166946 42	30269	11829	3	2				1		
BET BET	263	106 34	6 57	1987 56	2100 47		217								
DUNOLLY	1792	1872 17	313 46	8517 22	10702 85	2194	752								
DUNOLLY WHEAT SIDING				337990 24	337990 24	141521	55422								
GOLDSBOROUGH	66	26 55		3110 49	3137 04	766	79								
BEALIBA	539	787 24	64 05	24490 58	25341 87	4497	1613								
EMU	141	121 39	2 54	2362 45	2406 38	353	673								
CARAPOOE	21	17 99	67	149 77	168 43	7	350								
ST. ARNAUD	3173	9419 83	1850 22	142133 82	153403 87	23426	27721	1		5		1	5		
SUTHERLAND	5	4 49	5 21	62545 18	62554 88	11167	373								
SWANWATER				51845 41	51845 41	9352	267								
COPE COPE	34	119 41	27 71	72285 09	72432 21	13312	1061						1		
DONALD	2436	6931 72	1300 92	188717 17	196949 81	30963	7984	34	11	2	13	32			
LITCHFIELD	35	23 67	2 04	77370 14	77395 85	13673	1089					56			
MASSEY	1	7 85		39507 02	39514 87	6766	231					2	3		
WATCHEM	267	870 33	204 63	100807 20	101882 16	16795	1705								
MORTON PLAINS				63514 73	63514 73	10412	313								
BIRCHIP	1432	5839 37	1192 41	103162 16	110193 94	16474	3441	27				4			
KINNABULLA	2	7 50		70948 55	70956 05	11031	424	7							
CURYD	7	37 95	17 91	61538 45	61594 31	8739	755	5				2	2		
WATCHUPGA	14	30 38	9 18	77116 00	77155 56	11676	744					13			
WOMELANG	720	3237 35	657 72	107675 41	111570 48	16045	3152	6		1		7		2	
LASCELLES	349	1740 58	171 52	74248 47	76160 57	11020	1181	1				20			
GAMA				20634 14	20634 14	3041	410	3							
TURRIF	40	154 26	11 12	34179 39	34344 77	5274	661								
SPEED	210	1130 93	225 90	25715 99	27072 82	3588	1022				1	2	1		
TEMPY	180	638 53	78 08	44833 10	45549 71	6619	1130								
NUNGA				32728 97	32728 97	4744	362								
OUYEN	2191	11123 71	1089 13	53113 28	65326 12	5715	5102	236	1		9	3	8	1	
KIAMAL				51454 57	51454 57	7381	1326					2			
HATTAH	88	405 08	30 29	73351 38	73786 75	9198	163							1	
NOWINGI	12	19 26		227367 38	227386 64	29794	685	1							
CARWARP	99	548 36	128 14	86317 86	86994 36	11384	1184	1							
REDCLIFFS	3770	23991 96	4510 19	145114 31	173616 46	17500	5034								

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS										
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD						
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs						
IRYMPLE	712	3943 49	1669 45	168399 61	174012 55	19286	2456											
MILDURA	17297	97964 91	15386 69	199347 36	312698 96	21329	46170	78	155	13	7	4	10	4				
MERBEIN			770 34	147068 15	147838 49	18473	3355											
YELTA				45002 69	45002 69	4634	1290	259										
SECTION NO 6																		
<u>MARYBOROUGH - AVOCA LINE</u>																		
AVOCA			48 25	13378 76	13427 01	1563	4939											
SECTION NO 7																		
<u>BALLARAT - MARYBOROUGH</u>																		
STOPPING PLACE NO 7	33	6 85			6 85													
CRESWICK	2860	2225 73	190 42	49538 87	51955 02	7453	764					2	2					
NORTH CRESWICK	37	17 31		15500 57	15517 88	3538	9											
CLUNES	30383	4848 40	122 85	12838 39	17809 64	1644	3068					5	1					
TALBOT	13689	1605 75	274 80	4694 75	6575 30	798	964					4	1	1			2	
DAISY HILL	3	7 30			7 30													
SECTION NO 8																		
<u>WAUBRA LINE</u>																		
BLOWHARD				2284 87	2284 87	312	933						5					
LEARMONTH				12740 34	12740 34	2570	358											
WAUBRA				4585 56	4585 56	634	1310											
SECTION NO 9																		
<u>NORTH CRESWICK - NEWLYN LINE</u>																		
ALLENDALE			20	53743 29	53743 49	11510	928											
KINGSTON			1 10	515 52	516 62	60	762											
NEWLYN			1 25	20668 47	20669 72	3640	372											
SECTION NO 10																		
<u>DUNDOLLY - INGLEWOOD</u>																		
PATNSWICK				1562 20	1562 20	390	297											
TARNAGULLA			44	408 81	409 25	60	494											
LLANELLY				18794 97	18794 97	4094	575											
ARNOLD			38	2919 05	2919 43	436	510											
SECTION NO 11																		
<u>DUYEN - PANITYA</u>																		
GALAH	3	1 05	21 76	32744 09	32766 90	4604	549	5										
WALPEUP	69	353 20	236 15	49902 13	50491 48	6876	1329	44	4				1					
TORRITA	141	182 69	36 34	32726 10	32945 13	4446	696	9										
UNDERBOOL	164	698 00	284 19	33973 44	34955 63	4378	1813	49	2				4					
LINGA	6	39 25	22 33	39649 01	39710 59	5969	361	12					1					
BONKA	10	28 53		163 54	192 07	15	384											
TUTYE	29	143 14	25 66	31524 72	31693 52	4169	432	13					3					
COWANGIE	51	298 00	35 68	83127 98	83461 66	10854	1179	10					10					
DANYO	5	42 00		5522 84	5564 84	665	486	10										
MURRAYVILLE	177	884 08	493 14	97325 21	98702 43	12816	1956	30	4		6							

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK												
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
PIER MILLAN				57612 39	57612 39	9270	457												
MITTYACK			4 82	52517 58	52522 40	7854	1060												
KULWIN			4 61	54267 77	54272 38	8429	640												
SECTION NO 14																			
<u>WEDDERBURN LINE</u>																			
WEDDERBURN			21 58	41703 26	41724 84	7408	3739	3											
SECTION NO 15																			
<u>KORONG VALE - ROBINVALE</u>																			
BO RUNG	28	32 03	8 55	43597 82	43638 40	7874	850												
MYSIA	129	210 63	17 48	2754 37	2982 48	289	640	3	1					1	5				
BOORT	551	1611 57	844 71	40765 59	43221 87	6114	5085	9											
BARRAPORT	47	76 48	11 58	51461 04	51549 10	9187	291												
GREGGWIN	27	22 70	4 40	22956 53	22983 63	4285	202	2											
OAKVALE				42817 59	42817 59	7058	76												
QUAMBATOOK	266	851 60	676 93	148982 73	150511 26	24060	2725	18	1				12						1
CANNIE	9	10 33		37996 66	38006 99	6536	235						8						
LALBERT	246	492 74	86 74	50439 15	51018 63	8863	1676	8											
MEATIAN	11	127 24	2 76	70175 08	70305 08	11946	958												
ULTIMA	273	462 74	568 34	152464 30	153495 38	25491	1692	8											1
OWANFORD				52169 88	52169 88	8552	519						2						
WAITOHIE	1	4 50	63	42809 07	42814 20	6776	666												
CHILLINGOLLAH	18	55 94	5 02	18827 89	18888 85	2886	600												
CHINKAPOOK	30	156 70	00 91	77309 64	77527 25	12770	1621	9											
OJCAMBA	19	105 08		37985 22	38090 30	5784	614												
MANANGATANG	180	747 16	311 45	55696 45	56755 06	7692	3087	101	2					1					
BOLTON	4	16 30	22 59	45881 85	45920 74	7498	591												
KOIMBO				635 52	635 52	2	255												
ANNUELLO	8	38 25	25 81	63824 38	63888 44	10111	955	1											
BANNERTON	3	18 50	16 19	72045 62	72080 31	10692	482							4					
ROBINVALE	338	2054 77	3277 84	105687 52	111020 13	13930	5193	2											
SECTION NO 16																			
<u>EAGLEHAWK - KOOLQONONG</u>																			
SEBASTIAN				42 55	42 55	1	244												
RAYWOOD	196	251 80	62 76	23360 13	23674 75	4623	1986			1				3					1
TANDARRA				22342 76	22342 94	3830	1040												
DINGEE	182	395 03	163 83	17305 70	17864 56	2779	2616					20		3					
PRAIRIE	58	148 88	31 68	3346 90	3527 46	244	1959							1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK																	
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUTWARD TONS	INWARD TONS	NUMBER OF WAGONS																
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD												
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs									
SECTION NO 18																								
<u>COHUNA LINE</u>																								
HUNTER	10	10 15	1 42	32977 16	32988 73	5655	927																	
WARRAGAMBA				24261 62	24261 62	4120	758																	
LOCKINGTON	388	460 63	365 04	4798 61	5624 28	341	6297	8			49	1	4											
KOTTA	22	24 73	5 67	245 91	276 31	21	1484																	
ROSLYNMEAD				466 30	466 30		495	9																
PATHO	7	19 15		252 80	271 95	4	449	6																
GUNBOWER	292	488 41	120 45	8290 98	8899 84	840	2426			2	62		7		2									
LEITCHVILLE	186	433 11	129 18	1777 34	2339 63	75	6507			1	28		8		1						1			
COHUNA	1022	2418 00	934 54	32901 88	36254 48	3698	8298			9	112		19		1						3			
SECTION NO 19																								
<u>BALRANALD LINE</u>																								
BENARCA				138 00	138 00		12 5																	
WOMBOTA			1 38	13975 45	13976 83	5185	212 21																	
THYRA				971 05	971 05	10	58 26																	
BUNNALOO	2	2 00		42423 89	42425 89	6380	1109 59					9												
TANTONAN	1	6 10		347 55	353 65	6	291 14					1												
CALDWELL	20	40 58		21278 14	21318 72	7327	801 103			21			11		4									
YALLAKOOL	11	40 18		1637 35	1677 53	68	201 23			9			4											
WAKOOL	109	296 76	80 14	33705 79	34082 69	4677	1383 93						0		1									
BURRABOI	15	63 95	65	48480 30	48544 90	13839	1504 06			1	1		9		4						3			
JIMARINGLE	19	71 50		1938 10	2009 60	261	30 6																	
NIEMUR	21	103 30		1676 25	1779 55	65	256 29														1			
DHURAGOON	9	27 75		948 58	976 33	51	163 13																	
MOULAMEIN	74	360 07	891 61	27018 18	28269 86	2808	1492 83														2			
PEREKERTEN	9	30 60		2487 20	2517 80	173	76 28						12											
BALRANALD	56	241 07	205 20	140751 08	141197 35	18402	2872 216			129	3		22		16						2			

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
SECTION NO 20 NEWPORT - PORT FAIRY																			
AUSTRAL MEAT SIDING				3139 55	3139 55	1219	386					393	298						
MOBIL OIL CO'S SIDING				144036 41	144036 41	16710	490												
PAISLEY	13105	1263 79		1263 79															
S.E.C. SIDING-KOROROIT CREEK				413288 22	413288 22	42961	545												
B.P. OIL SIDING																			
AUSTRALIAN CARBON BLACK PTY.LTD. SIDING				31695 27	31695 27	7837	26												
GALVIN	2680	375 39		375 39															
LAVERTON	216177	31006 36	975 10	299 02	32280 48	60	201					97	122						3
AIRCRAFT	20707	4201 38	8 75		4210 13														
WERRIBEE	477001	86220 82	3372 38	3454 41	93047 61	377	5261	29	4	3		501	51	2					1
MANOR	156	16 76	10		16 86														
LITTLE RIVER	5185	1401 27	80 58	31 00	1512 85	3	6												
LARA	15232	3827 08	100 73	67648 70	71576 51	11701	4291	4			1								
CORIO	8309	7709 05	474 59	258483 11	266666 75	35270	2993												
DISTILLER'S SIDING				861 49	861 49	19	3180												
PHOSPHATE SIDING				1695455 48	1695455 48	490682													
NORTH SHORE	7714	3544 14	16 01		3560 15														
CORIO MEAT SIDING				32774 24	32774 24	8696	4864												
CORIO QUAY AND HARBOUR TRUST SIDING				719811 80	719811 80	214376	1220					403	1038						
CORIO QUAY NORTH SIDING				88461 81	88461 81	165899	246												
GEE LONG S.E.C.				1299 15	1299 15		20683												
FORD'S SIDING				137438 10	137438 10	43720	341												
INTERNATIONAL HARVESTER CO'S SIDING				64099 06	64099 06	5042	1442												
NORTH GEE LONG	29494	12620 15	1042 89	19586 82	33249 86	2651	11452	12	14	9	60	10	67	15					2
GEE LONG	403921	280152 33	35498 70	609080 20	924731 23	180361	95543												
GEE LONG ROAD MOTOR				26400 38	26400 38	1633	3572												
GEE LONG TERMINAL				24268 43	24268 43	6437	1370481												
GEE LONG PIER							12666												
SOUTH GEE LONG	1200	614 58	134 95	959 63	1709 16	26	32638												
WAURN PONDS SIDING				516158 93	516158 93	177492	6358												
MORIAC	1028	480 87	19 04	4747 91	5247 82	615	116			1									
WINCHELSEA	1662	1555 57	193 33	3444 01	5192 91	498	736	1	1			1	2						
DIREGURRA	1986	3635 52	279 30	21562 71	25477 53	4537	3292	7	1			6	9						
COLAC	19997	33368 36	6717 85	112187 07	152273 28	17469	31787	2	3	11	77	34	99	4					2
PIRRON YALLOCK	568	805 67	23 08	329 77	1158 52	32	947						3						
POMBORNE IT	417	572 83	47 73	362 76	983 32	47	401												
WEERITE				3226 69	3226 69	622	650												
CAMPERDOWN	11527	25695 54	3040 74	50824 01	79560 29	7136	13329	2	25		59	9	84	2					
BOORCAN	41	7 99	3 32	3703 18	3714 49	395	34000	1	1			4	25	1					
TERANG	9448	22388 52	2341 63	58333 82	83063 97	6681	12051	9	75	7	45	21	96	1					

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				GOODS TONNAGE		LIVE STOCK													
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK	TOTAL REVENUE	OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS												
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD								
					Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs								
SECTION NO 65																				
<u>MELBOURNE - ORROST</u>																				
HAWKS BURN	793049	98476 77	4449 02		102925 79															
TOORAK	573595	77895 10	3361 42	18235 48	99492 00	735	18878													
ARMADALE	834107	109499 71	5540 11		115039 82															
MALVERN	1203663	164533 73	4367 41	14196 55	183097 69	5399	14463													
CAULFIELD	1625169	277295 37	18521 54	14775 26	310592 17	3958	3215													
CARNEGIE	1006071	134120 36	3128 56		137248 92															
MURRUMBEENA	1057784	140459 70	1874 60	28 75	142363 05		2931													
HUGESDALE	865455	116346 28	1124 99		117471 27															
OKLEIGH	2305428	337019 02	20061 51	83088 47	440169 00	12435	70417													
HUNTINGDALE	800791	111411 38	3137 87		114549 25		1													
CLAYTON	1366730	187759 69	5351 94	548 33	193659 96		10511													
WESTALL	217706	31178 03	241 00	1688 61	33107 64	184	8302													
SPRINGVALE	1445281	219257 83	8750 34	7599 52	235607 69	1178	25407													
SANDOWN PARK	234190	36221 07	127 05		36348 12															
NOBLE PARK	1451013	218798 57	1711 99		220510 56															
DANDENONG	1596086	317800 98	32324 73	337967 22	688092 93	42765	241528	5	98	11	4	206	1027	145						372
GENERAL MOTORS	8100	1969 35			1969 35															
HALLAM	2564	327 45	1 23		328 68		2													
NARRE WARREN	22937	3410 77	964 56	604 40	4979 73	79	6629			1		1	20							
BERWICK	62346	13791 26	300 82	168 41	14260 49	27	885					1								
BEACONSFIELD	50593	8500 03	69 65	922 61	9492 29	187	262			1										
OFFICER	19205	3915 24	114 59	7490 84	11520 67	874	1370													
PAKENHAM	54163	18747 92	1348 62	2137 33	22233 87	324	3151	1	6			37	29							4
NAR NAR GOON	23290	7247 01	137 91	574 55	7959 47	64	1550			1		1	16							
TYNONG	25659	6821 79	64 95	803 35	7690 09	184	1584					4	13							
GARFIELD	33291	8281 20	254 26	323 09	8858 55	49	522					14	3							
BUNYIP	54699	10312 32	236 38	3329 07	13877 77	535	2388				1	5	1							
LONGWARRY	43098	7076 64	198 26	6420 30	13695 20	1079	8306					11	4							
DROUIN	135097	18167 51	1137 18	32849 71	52154 40	7930	22896					25	8							1
WARRAGUL	42759	41345 33	8082 47	22934 89	72362 69	7375	29592	3	29	1	2	208	211							4
DARNUM	340	270 43	37 89	749 16	1057 48	85	2672	1				20	27							
YARRAGON	4412	4092 94	269 62	22888 72	27251 28	14951	8337					8	47							
TRAFALGAR	7908	9546 41	691 16	16848 07	27085 64	3272	15031					164	100							2
MOE	47621	72205 13	3399 14	56339 11	131943 38	11597	17311					39	11							3
YALLOURN	372	415 71	465 40		45909 31	2396	13083													
S.E.C. (YALLOURN)				1786463 70	1786463 70	438005														
MORWELL				18459 75	92350 77	2794	24125													
MORWELL BRIQUETTE SIDING	36305	62377 01	11514 01	4597043 96	4597043 96	1101942	88					44	27							
HAZELWOOD SIDING				2367 61	2367 61	14	11993													
MARYVALE				732430 89	732430 89	144279	180723													
TRARALGON	29096	49480 52	8202 71	28800 37	86483 60	3174	35258	5	20	2	57	71	8							1

SECTION OF LINE AND STATIONS	OUTWARD TRAFFIC				TOTAL REVENUE	GOODS TONNAGE		LIVE STOCK											
	PASSENGERS		PARCELS, ETC.	GOODS AND LIVESTOCK		OUT- WARD TONS	INWARD TONS	NUMBER OF WAGONS											
	Number of Passenger Journeys	Revenue	Revenue	Revenue				OUTWARD				INWARD							
								Sheep	Cattle	Horses	Pigs	Sheep	Cattle	Horses	Pigs				
BAXTER	5769	778 33	36 74	360 24	1175 31	25	112												
SOMERVILLE	15947	3274 53	453 11	970 88	4698 52	52	2469		2										
TYABB	7372	1706 12	81 23	3033 69	4821 04	466	486												
HASTINGS	21224	5109 22	152 06	540 22	5801 50	108	1936												
BITTERN	10043	2946 09	90 78	263 92	3300 79	27	4516		1			25	1						
STOPPING PLACE NO 15	4219	1239 38			1239 38														
CRIB POINT	24478	32285 16	1223 06	171 87	33680 09	9	207												
CRIB POINT NAVAL BASE	10000	4690 80			4690 80														
STONY POINT	1457	1256 31	39 48	242 90	1538 69	95	514												
SECTION NO 67																			
<u>BAXTER - MORNINGTON LINE</u>																			
MOOROODUC				4 03	4 03		1060					1	18						
MORNINGTON			72 59	205 16	277 75	13	754 7												1
SECTION NO 68																			
<u>DANDENONG - YARRAM LINE</u>																			
LYNDHURST	4558	414 05	4 77	10337 39	10756 21	1752	356												
CRANBOURNE	11370	2696 95	272 86	14083 79	17053 60	2660	4037					7	5						1
CLYDE	3385	976 10	9 90	51 89	1037 89	28	233					1							
TOORADIN	2938	924 40	125 54	195 86	1245 80	28	138					9	11						
DALMORE	286	43 76			43 76														
KOO WEE RUP	10962	5431 38	361 42	7929 54	13722 34	1184	2918												2
MONOMEITH	62	49 87	2 54	316 19	368 60	49	304 3					4	46						
LANG LANG	5711	3276 89	507 20	2389 53	6173 62	259	1756	3	1	7		8	8						7
A.C.I. OPERATIONS PTY.LTD. SIDING																			
NYORA	3368	2951 73	143 11	136818 53 4809 39	136818 53 7904 23	80385 996	3567												
LOCH	1694	2017 36	148 64	443 91	2609 91	60	1125	5				29	32						1
BENA	596	750 38	53 25	246 92	1050 55	32	2773												
KORUMBURRA	8527	10475 55	1457 51	17076 95	29010 01	2900	24939	7	46	7	103	68	67						8
KARDELLA				211 20	211 20	1	567					4							
RUBY				172 00	172 00	26	863	3				9							
LEONGATHA	10253	17088 18	3588 25	51001 85	71678 28	7801	28365	7	57	1	55	103	126						1
KOONWARRA	159	168 74	5 57	553 48	727 79	15	3114						1						
TARWIN	128	306 95	30 79	223 24	560 98	15	1031												
MEENIYAN	1054	1540 69	214 39	7176 02	8931 10	685	8360			24	1	28	23	20					1
STONY CREEK	129	197 37	3 96	140 36	341 69	9	3378												
BUFFALO	132	191 41	23 75	1040 63	1255 79	93	5181	5	1			73	179						2
FISH CREEK	935	1926 89	189 60	17035 81	19152 30	1574	8088	3	17			8	137						
FOSTER	2290	3199 46	534 82	14220 56	17954 84	1527	8121	24	28			45	1						
BENNIISON	79	197 69	50	198 19	198 19														
TOORA	1116	2740 69	580 03	15823 93	19144 65	1898	9245	9	49			15	25	9					

Railway Map of VICTORIA

SHOWING
PASSENGER MILEAGES

REFERENCE
Mileages from Melbourne (shortest route unless otherwise indicated) 223 1/2
Stopping places for Rail Motors...
Breaks in Continuous Mileages...
SCALE OF MILES
0 5 10 15 20

MELBOURNE
SCALE OF MILES
0 1 2 3 4 5
Nth. Suburban Mileages (inc. N. Carlton) from Spencer St.
Sth. Suburban Mileages (inc. M. Fitzroy, Preston & Heidelberg lines) from Flinders St.

BALLARAT
SCALE OF MILES
0 1 2 3

